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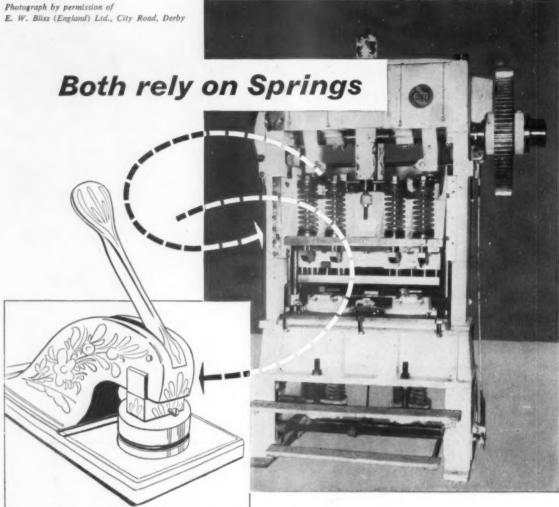


## His crowded day depends on LOCKHEED

In the span of a single working day the modern service chief has to The World's Safest Brakes keep many appointments in many different places. His value to the nation depends, in large measure, upon the high performance of his car and the complete reliability of its brakes.

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

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## reliable Springs by

From the high precision spring required for an industrial press to its simpler counterpart in a company seal, the right spring for the job is essential to ensure perfect performance. When your springs are designed and made by Salter, they are just right-not the cheapest obtainable but fit to work for ever.



A tradition of quality in craftsmanship and materials is embodied in every Salter spring - you can depend on Salter for the right spring for the job.

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Smoother travel , , , improved roadholding . , , these Telaflo characteristics are derived from the greater shock-absorbing capacity achieved by exclusive Telaflo design features.

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Original Top Seal arrangement developed exclusively for TELAFLO

Micro-Ground Chrome Plated Steel Piston Rod

Limiter Plate to prevent damage to Bump Valve under crash conditions

High grade spring steel Flapper Valves with special anti-crack matt finish

Heavy gauge Steel Tube with mirror finish bore and specially treated sintered iron Pistons for long life

Large Recuperation Chamber for high temperature compensation, containing special grade Rubber Sac for anti-aeration recuperation

MODEL

Our Technical Staff are always ready to arrange special settings to suit the needs of the individual Competition and Sports enthusiast

> Original Products of the UNIVERSAL DAMPERS ORGANISATION SHIRLEY, BIRMINGHAM Telephone; Shirley 2277

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DIRECT ACTING DAMPERS

-and ROTOFLO DAMPERS for Rotary Types

3661

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## IMPERIAL CHEMICAL INDUSTRIES RECORD GROUP SALES

#### DR. ALEXANDER FLECK'S SPEECH

The 28th annual general meeting of Imperial Chemical Industries, Ltd., was held on June 16 in London.

Dr. Alexander Fleck, the chairman, in the course of his speech said:—The consolidated sales of the Group, after deducting the value of the sales made by our new subsidiaries, have increased from £282 millions to £327 millions—an increase of £45 millions or 16 per cent over the figure for 1953, itself at that time the highest in our history.

millions to £327 millions—an increase of £45 millions or 16 per cent over the figure for 1953, itself at that time the highest in our history. The Company's home sales and direct exports each increased by approximately the same percentage.

I should like most specially to draw your attention to the table of price indices in which the changes in home trade prices of the Company's products are compared with other significant indices. I am sure you will agree that the companison shows the Company's prices in a very favourable light. Since 1938 the cost of our raw materials has risen by 272 per cent and the carnings of our workers have risen by 202 per cent. For the same period the Board of Trade wholesale price index increased by 225 per cent. In comparison with these increases (each of which exceeds 200 per cent) the prices at which I.C.I. sells its products in the home market have risen by only 91 per cent. This, I think you will also agree, shows the remarkable success which has attended the Company's policy of keeping its selling prices as low and as stable as possible. Low and stable prices encourage our customers to use more of our products, and as our products are used by many British industries, we believe that our price policy aids and supports the economy of the country as a whole.

Between 1953 and 1954 the Company's price index for home sales has moved up by one point only, and the increase in the value of our home sales during this period is therefore almost entirely due to increase in volume. The consequential increase in profit for 1954 is also attributable to increase in volume, coupled with improvements in efficiency due to Work Study and other factors.

The Company will continue this price policy and will aim not only at absorbing increased costs but, wherever practicable, at seeing that reductions in costs resulting from improved methods and greater efficiency are reflected in lower prices to its customers. Let me emphasize, however, that the price indices I have quoted are averages, and that it

that reductions in costs resulting from improved methods and greater efficiency are reflected in lower prices to its customers. Let me emphasize, however, that the price indices I have quoted are averages, and that it may not be possible in all cases to avoid an increase in price; in fact, I am sure that some readjustments upwards in some of our products will almost be inevitable. This is particularly so where raw materials, fuel and freight represent a large proportion of total costs. We are glad to play our part with others first of all in striving after methods of increasing productivity and then of passing on the results of such efforts. Contributions of this nature will, we hope, come from all branches of British industry. It is by such constributions, widespread as they should be, that each one of us must carnestly hope that effective action will soon be taken to prevent the inflation which is threatening to erode our material standards. threatening to erode our material standard

#### EXPORTS AND OVERSEAS INTERESTS

EXPORTS AND OVERSEAS INTERESTS
At £67½ millions the Company's exports were a record and showed
an increase of 16 per cent over the previous year. This increase in the
value of exports represents a still greater rise in the volume of exports.

I regard this high export figure as a particularly significant feature
of the year's trading, because it has been achieved in the face of keen
competition from other major chemical producing countries and in
spite of the atrong demand for our products from the home market.
Indeed, if indirect exports were included, it would be seen that more
than 40 per cent of the Company's production now goes abroad.

A number of our overseas companies are now substantial manufacturing entities, and when I tell you that the total turnover of the
Company's overseas business (both local manufacture and imports
from the United Kingdom) through subsidiary and associated companies is now approaching in value i.C.I's sales in the United Kingdom,
I am sure you will appreciate how important our overseas interests
are.

are.

It is worthy of note that the net I.C.I. Ordinary dividend, requiring just under £8 millions, represents rather less than 37 per cent of the net income of the year, £21\frac{1}{2}\$ millions. Furthermore, this Ordinary dividend, requiring £14 millions before deduction of income tast, represents a return of 4.8 per cent gross on an employed capital of £295 millions, which according to the Company's balance sheet is she employed capital belonging to the Ordinary stockholders.

#### **EMPLOYEE RELATIONS**

I referred last year to the Employees' Profit-Sharing Scheme then being introduced so as to operate from 1st January 1954. The Board regard it as a valuable development in industrial relations and one means of emphasizing the essential unity and partnership of all those who are engaged in the Company's business.

It is a visible emblem of that tripartite partnership which we desire

to strengthen by all means in our power, that is to say, between the stockholders who supply the risk capital, the people who manage and produce, and the customers without whose good will our efforts would be useless.

Although the majority of the Company's employees will become stockholders of the Company through the Profit-Sharing Scheme, it is the hope of the Board that many employees may be encouraged to increase their interest in the Company by acquiring further stock from their personal savings. Proposals are therefore under consideration for improving our existing Employees' Share Investment Scheme whereby a limited number of Preference and Ordinary shares would be issued to employees at a discount below market price (instead of being bought on the Stock Exchange as hitherto). The discount would not be large, but we hope that it would prove to be attractive.

#### NATIONALIZATION

At various times during the last ten years, my predecessors and I have indicated that the Board would resolutely oppose any proposal for the nationalization of this company. In recent months the subject has again engaged some public attention; and at a Press Conference last month on our Annual Accounts for 1954 I made a statement, in reply to a request, giving the Board's views on what the Labour Party has said—(I can scarcely use the term proposals)—about nationalizing a section of the chemical industry.

Much has been written and still more said upon this subject; yet I think it may be of interest to many of our stockholders to read my statement in its entirety, and I therefore propose, when my specch at this meeting is circulated to all stockholders, to attach to it a copy of that Press statement. One of the aspects dealt with in it is the accountability of management; and I make no apology for again emphasizing that it is, and will continue to be, the desire and aim of this Board and of those senior staff, who are also concerned in the formulation of the Company's policy, to serve efficiently, fairly, and responsibly the interests of the Company's customers, its stockholders and its employees, with constant regard to the national interests as a whole. We fully believe that the results of this policy are effectively illustrated in the Beport for 1954. illustrated in the Report for 1954.

#### **CURRENT YEAR'S TRADING**

As regards current trading, I am pleased to tell you that in 1995 we have so far experienced a period of great activity. The general level of both home and export sales is well above that of the corresponding period of last year. In fact, I do not think I can do better than repeat the words that I used to the stockholders last year and say that "So far this year the Company has enjoyed, in common with other industries in this country, a period of expansion, and the prospects are in general good".

This, of course, assumes that the very serious strikes which so gravely affect our national economy are not allowed to recur and that our united efforts can be successfully directed to minimising, if not eradicating the deplorable setback which the country as a whole has suffered.

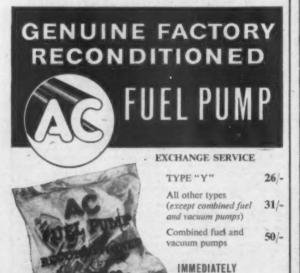
on the other side of the account, I would tell you that the increased On the other side of the account, I would tell you that the increased level of sales this year, to which I have referred, is due to some extent to production now coming forward from new plants which have recently been completed. Competition, particularly overseas, is strong, but we are confident that, provided our prices do not have to be put up because of rising costs at home, we can meet this competition and make still further progress. It is much so be happed therefore that all concerned in these matters will realize the serious effect which further unward movements in wages, fiscient charges and in the price further upward movements in wages, freight charges and in the price of fuel and other raw materials, may have upon the exports of this country as a whole.

The Board have had under consideration the question of the issue this year and in future years of a statement in regard to the estimated trading results of the Company for the first six mounts of the year, believing that stockholders would welcome such information. For a variety of reasons it is not possible to show precisely the Company's net income after tax for a period of six mouths. For example, the bonus under the Profit-Shiering Scheme and the Company's liability to Profits Tax depend on the total dividend ultimately paid on the Ordinary stock for the financial year. Moreover, the figures to be given would be unaudited. None the less, we believe that we can give our stockholders a reasonably reliable picture of the achieved trading results for the first half year, and this we propose to do at the time when the interim Ordinary dividend is declared in September.



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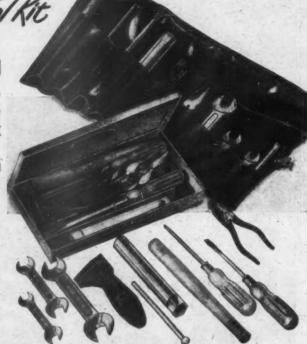


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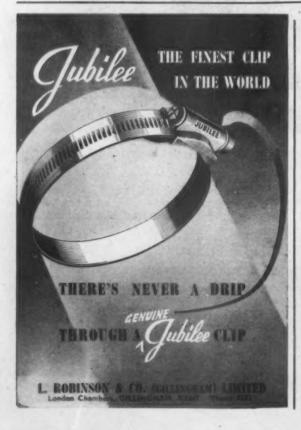


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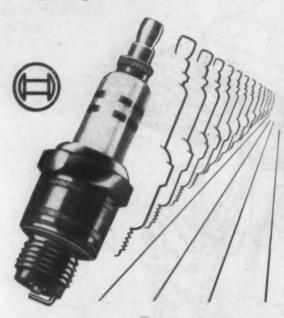
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"Bernacle" suc-tion fitting, chrome finish. ... 9/6 Others from ... 11d.



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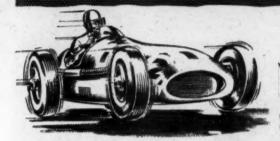


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Car and all occupants	1	6		1	10		
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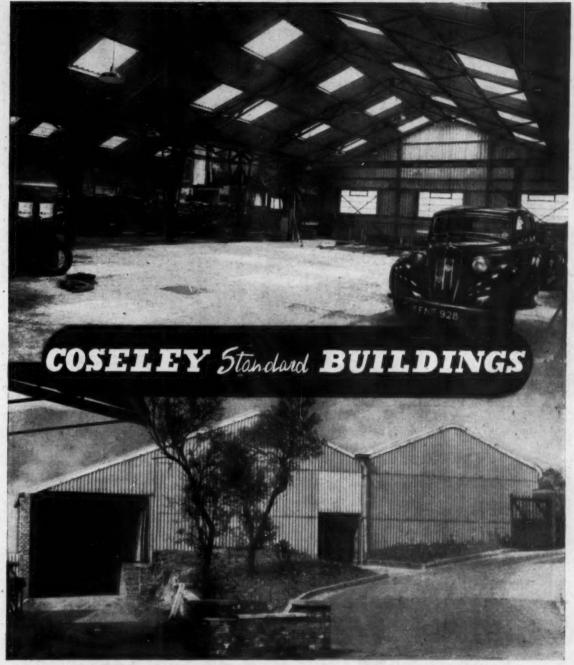
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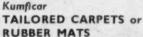
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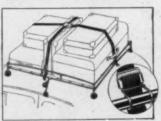
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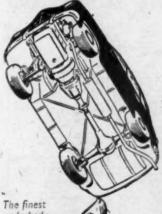
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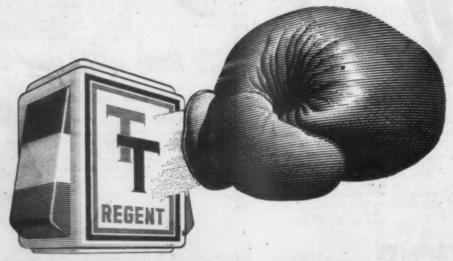
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## Revised Edition

IME for reflection on the Road Traffic Bill has resulted in the Government discarding one of the most controversial sections. When the new version of the Bill had its first reading in the House of Commons on June 14, the clause proposing compulsory annual tests of mechanical fitness had been dropped. In its original form, this was one of the most hotly debated issues in the Lords, and resulted in a defeat for the Government, the effect of which was to delete reference to authorized garages or inspectors for the testing of vehicles. It therefore became increasingly difficult to visualize a workable plan, and the Government are wise in deciding to discard the section.

Alternative suggestions—supported by this journal—were to extend the spot checking of vehicles, and the Minister is discussing this possibility with the organizations chiefly concerned. Spot tests have the advantage of taking owners by surprise, so that they must keep up a good standard of maintenance for the car always—not just before the appointed day of test, a possibility if the original clause had been retained. If a satisfactory scheme, on the lines of those carried out without too much inconvenience on the Continent, can be evolved, the average motorist will willingly accept some form of mechanical checking as a safeguard against defects which may endanger his passage along the roads. After all, no conscientious owner has anything to fear. Another point in favour of the spot system is that it can be selective, so that examiners will be able to concentrate on older or ill-treated vehicles and bypass those which are obviously in good condition.

A House of Lords amendment which has been retained in the Bill forbids the sale or supply of vehicles in an unroadworthy condition. This cannot be criticized, although it merely puts into legal black and white a state of affairs which has existed for some time.

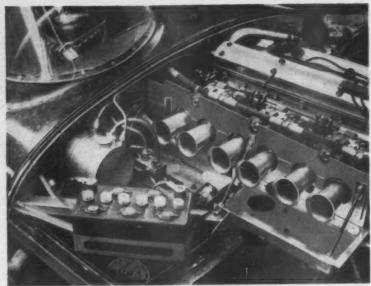
## Where to Change Gear

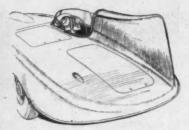
ISCUSSIONS about the most desirable kind of gear lever and the best position to locate it are usually based on personal preferences rather than technical merit. Gear change mechanisms have developed through the years along somewhat unenterprising lines. In some instances they have taken 50 years to travel almost full circle round the driving seat. Among the earliest change-speed levers were examples on the steering column, and to that position many have returned today. The obvious advantages are the nearness to the steering wheel, where the driver's hand normally rests, and the clear floor space permitted. But these advantages are of importance only if a bench-type seat is required and if the sit-up-and-beg type steering column is fitted, so that the driver's hands, resting on the steering wheel, are held well above the gear box. The central lever of a sports car is, in contrast, within three or four inches of the wheel.

We must confess that while appreciating fully the convenience of the steeringcolumn gear change on many American cars and on British and Continental designs of similar size and layout, we have yet to sample a linkage of this kind which permits a quick, precise change such as does the short, direct lever.

For right-hand-drive vehicles an outside gear lever for use by the right hand can be fitted in conjunction with a bench seat—and with little or no extra linkage. A left-hand change in America is, we believe, unknown. Another alternative is that employed by Citroen; it takes the form of a lever with gate in the facia. There is much to be said, also, for the operation of the Wilson preselector box. It is surprising that a small remote selector à la Cotal, used in conjunction with servoengagement, has not found favour.

Adoption on many—probably the majority—of cars of automatic gears may render this discussion largely academic; we feel, however, that if existing designs of gear-change lever (other than the direct central and right-hand types) are to be retained, there is still plenty of room for improvement in their operation and reliability. It is a mistake to fit steering column levers on cars to which they offer no advantage, simply because it has become a fashion.





For the first time in the post-war series of races no saloon cars were competing. This view of the Bristol cockpit and fin is typical of the present trend in body design for Le Mans

This year saw the abandonment of air boxes on many of the cars. The winning Jaguar used long, flared extensions on the carburettors which undoubtedly assisted filling in the lower speed range. The circular tank contains the oil for the servo assistance of the disc brakes

## AERONAUTICAL INTRUSION

## Aircraft Influence on Sports Car Development Evinced at Le Mans

ACH year the Le Mans race produces new ideas and machines, particularly since the regulations allowed the acceptance of prototype cars. Many of these have found direct application to production vehicles, and it is to be hoped that any reframing of regulations necessary as the result of the tragic accident in this year's race will not retard the technical development which has resulted from this event, particularly in post-war years.

For the first time since the post-war series of races were resumed, there were no saloon cars competing. By taking advantage of the Le Mans regulations, it in possible to have a virtually clessed car with the passenger's seat covered, and a cut-off blister for the driving compartment. In this layout the frontal area is considerably less than on a saloon version, and although the drag factor is slightly increased, the overall balance is in favour of the open car.

A comparison of the performance of the Bristol 2-litre saloon in 1954 and the open car in this year's race is interesting. Last year, the fastest of the three cars which ran so magnificently to win the team prize and the 2-litre class—an achievement which has been repeated this year—attained a lap speed of 101.4 m.p.h. The corresponding figure on timing from the pits, which must obviously await official confirmation, revealed a fastest lap at 106.76 m.p.h. Simi-

larly over the measured kilometre, past the Hippodrome Café, along the Mulsanne straight, the fastest of the three cars last year recorded a speed of 132.39 m.p.h.; the corresponding figure for the open cars this year was 138.34 m.p.h. This 4½ per cent increase was obtained with the same basic chassis and engine; to have obtained the same increase with last year's body would have required an increase in engine power of around 15 per cent, which does not appear feasible in a power unit which must already be very near its peak development.

Once again the emphasis has been on brake development,

The Mercedes air brake in its raised position showing the two hinge points and hydraulic operating rams. Time of operating rams. Time of operation from lowered to raised positions is between two and three seconds. Oil is fed to the operating rams from an engine-driven oil pump



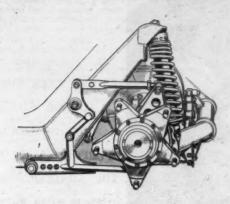


(Left): The lessons learned by Mercedesbenz on their experimental car used for practice in 1952 were not forgotten. This version of the air brake was operated mechanically by a lever and pedal

(Right): Fangio negotiating Mulsanne corner with the air brake raised, the method also used by Moss



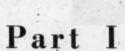
Cockpit layout of the Mercedes, showing the four separate buttons by which drivers could apply a shot of oil to a broke drum should it suffer from grab. The flick lever for operating the air brake is seen to the right above the gear lever, under the passenger's tonneou cover



The linkage of the De Dion axle on the 2-litre Bristol ensures vertica.

movement of the wheels, eliminating the need for universal joints on the

Watts linkage used for transverse location



BY HARRY MUNDY, A.M.I.Mech.E., M.S.A.E.

not only because of the air brake being used in the race for the first time, but also the large increase in the adoption of disc brakes. Of the sixty starters, sixteen or approximately 26 per cent, either completely or partially abandoned the drum and shoe pattern. The Triumph TR2 had a rather interesting combination, which was used presumably to obtain first-hand experience for their possible use in future production. Two cars were equipped by Girling with 11 indiameter discs on the front and shoe-type brakes also of 11 in diameter and 24 in wide, at the rear. The pair at the back had Al-Fin aluminium-bonded drums; neither pair had servo-assistance.

Figures are often quoted for the area of brake lining in relation to the car weight, but these bear little or no relationship to the braking efficiency, although they do affect the rate of wear; hence the reason for using linings of considerable thickness for discs (one inch or above, depending on the size of the brake) to compensate for their smaller area. The figure which really matters is the area of metal rubbed by the brake lining, and it is in this respect that the disc shows up to such advantage, both sides being in contact with the lining.

An examination of the Girling arrangement on the Triumph reveals that the area of metal rubbed by the front discs is 109 sq in per brake, while that of the rear drum type is 80 sq in. The third car was equipped with Dunlop disc brakes all round, and these had assistance in the form of a servo cylinder, operated through a connection from the induction manifold.

The Dunlop disc brakes on this year's Jaguar works cars had servo-assistance on all four wheels, whereas in previous years they had been so equipped only at the front. By this means the pedal load was reduced to 60lb, and—which is quite important—in the event of the failure of the servo system, full braking was still available by the exertion of a greater load on the pedal. This must have given the drivers confidence; it was no doubt a lesson learnt from the car driven by Moss last year which, after a failure of the servo system, was left with rear brakes only.

The outstanding feature in this sphere was the air



brake used on the Mercedes cars. In describing the 300 S.L.R. before the race (The Autocar, June 3, 1955), I expressed the opinion that perhaps Mercedes wished they had a fully developed disc brake, and it is known that they are in touch with one of our British manufacturers on this subject. To obtain the maximum brake surface area necessary for retardation from speeds around 190 m.p.h., Mercedes use shoes of exceptional width, and have experienced considerable trouble with brake grab and drum cracking caused by the sudden rise of temperature on application. An interesting detail fitment to overcome the grab troubles, had they arisen at Le Mans, was provision for squirting controlled quantities of oil on the shoes. Four separate plungers were situated on the dash adjacent to the driver's right hand; after having decided which was the offending wheel, the driver could thus apply a small amount of oil. This modification was introduced as the result of experience gained during practice for the Monaco Grand Prix, when oil was squirted into the drums to overcome vicious grab on one car.

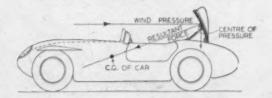
#### Controversy

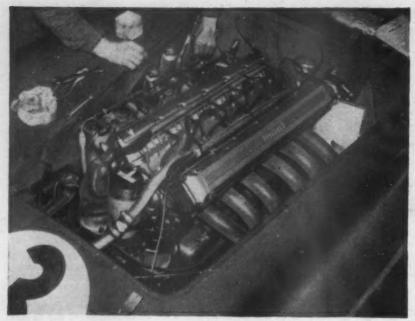
It is now obvious that the lessons learned on the air brake fitted to the Mercedes 300SL, but used only in practice during the 1952 race, were not forgotten, and that useful information was obtained. Various opinions have been expressed as to whether the air brake should be allowed, some holding the view that it is dangerous for the man following behind, and some that it is unethical.

On the question of danger, it was thought that the vision of a following car could be impaired. No doubt this was the reason for the scrutineers requiring an additional window in the hinged panel, which increased the area to the minimum required by the regulations for the rear window of a saloon car—84 sq in.

It was also thought that the air eddies caused by the application of the air brake would affect the control of cars following immediately behind. Several drivers were questioned on this point, and the fears appear to be groundless.

Diagram of the forces (not to scale) with air brake in operation, showing how the loading on the front wheel is unaffected by this device

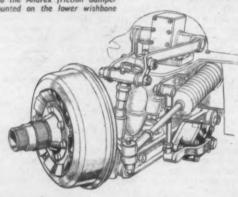




The new Ferrari 4.4-litre sixcylinder engine developed more power than any of its competitors, but suffered overheating troubles, and this Italian challenger faded out quite early in the race

NEXT WEEK THE
AUTHOR WILL
DISCUSS THE
PERFORMANCES OF
THE SMALLER CARS.
INCLUDING THE
INDEX-WINNING
PORSCHE

Extractor ducts were added to the brake drums of the M.G., as was also the Andrex friction damper mounted on the lower wishbone



During one of the practice nights John Cooper, constructor of the Cooper-Climax, did several laps of the circuit in that car, and on one occasion when approaching Mulsanne, was overtaken by Moss just at the time of applying the air brake. He reported that he felt no effect on the handling of his very light car.

Fears were expressed about the danger to following cars with less efficient braking than the Mercedes, but this also applied to 1953 and 1954 when the Dunlop discs were available only to the Jaguar cars. It was one of the highlights in the early part of last year's race to see Moss overtaken on the Mulsanne straight by the 4.9-litre Ferrari of Gonzales, only to pass him again before the Mulsanne corner by being able to brake inside. A similar state of affairs existed among the smaller cars this year where the Lotus, with its low weight and equipped with Girling discs, was run into from behind by a Porsche which lacked such good stopping power.

The air brake is a logical development for the modern fast car, the low drag factor of which is taxing the brake designers and lining manufacturers to the utmost.

For use on normal road vehicles it would need to be linked automatically with the brake pedal to avoid the necessity for a separate control. This could be arranged by having a governor on the final drive side of the transmission unit, to work in conjunction with a valve on the initial portion of the pedal travel, thus making its operation automatic above a predetermined speed.

The method of operation on the Mercedes is to hinge upwards the top panel of the tail and driver's headrest. It is hinged at two points and controlled by two hydraulic rams operated from an engine-driven oil pump. Time taken to raise it is between two and three seconds, and, of course, its effect

is progressive as a gradually increasing area is available. Operation is by a flick lever situated on the dash, which operates a two-position selector valve. When the cars first appeared at scrutineering, the gear selector mechanism was equipped with an override control which automatically lowered the flap on selection of second gear.

The drivers had not seen or tried the new automatic device until the cars arrived at Le Mans, but it was quickly decided to remove it from the gear selector, as they preferred

The twelve-cylinder Lagonda was equipped with a new frame this year. Driver and passenger are sea ed on either side of the tubular backbone section, which appears to have extremely good torsional rigidity

to have the operation under their own control at all times. There was a considerable variation in the use of the air brake by different drivers. Kling and Fitch raised the flap at the approach to the pit area and lowered it before entering the curve under the Dunlop bridge, whereas Fangio and Moss delayed its application until towards the end of the pit area, and took the corner before lowering. Similarly, approaching Mulsanne corner, Moss and Fangio delayed application until the 300-metre post, lowering after completion of the corner, whereas the other Mercedes drivers brought it into operation at about 475 metres and negotiated the corner with the flap in the lowered position.

With an area of approximately 7.0 sq ft, this air brake should give a retardation of somewhere between minus 0.3 and 0.2 g in the higher speed range. It is a great pity that we were unable to see whether or not this interesting device had the desired effect of saving the mechanical brakes.

Controversy has arisen on the grounds that the air brake affects the handling of the car by reducing the weight on the front wheels in its raised position, but this is not necessarily so. By providing the inside of the flap with a concave form and arresting it at a calculated distance from the vertical, the resultant wind forces from the centre of pressure can be arranged to pass through the centre of gravity of the car. In this way any moments tending to lift the front wheels are eliminated. This is, presumably, the method used in the Mercedes; we learned in conversation with Moss and Fitch that neither was able to detect any difference in handling properties, over the wide speed range in which the brake was used.

Had the Mercedes not withdrawn before the heavy rain came during Sunday, we may have seen whether the air brake achieved the advantage which it appears to have in

the wet.

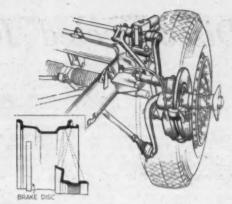
The challenge expected from Ferrari did not materialize, as all three cars were eliminated by the ninth hour. With about 370 h.p. delivered from the new 4.4-litre six-cylinder engine, they had more power than their rivals but, as it turned out, the car is not yet fully developed, two of them

being eliminated by overheating troubles.

The third Ferrari, driven by Castellotti and Marzotto, was put out of the race by a slipping clutch. It was surprising that the cars were fitted, like the Grand Prix models, with aluminium clutch plates. A similar arrangement was also used on the Maserati, and it was inability to free the clutch to engage gear after its last pit stop that caused the withdrawal of the Musso and Valenzo car (when it was lying second in the 19th hour). I had the opportunity of examining clutch assemblies of the Ferrari and the Maserati cars stripped after one night's practice session, and the pressure plates showed considerable tearing of the surface for such a short running time.

Until eliminated by loss of fuel from the filler cap which

had not been shut properly, the Lagonda V12 had a promising run. Since its appearance last year, it had been equipped with a new frame of the tubular type, in the form of a main back-bone section on either side of which the seats are situated. The engine develops 312 b.h.p. at 6,000 r.p.m. This somewhat low figure undoubtedly arises from the difficulties of obtaining adequate induction tracts in association with a narrow Vee engine (60 deg included angle), and the height limitation the downdraught carburettors.



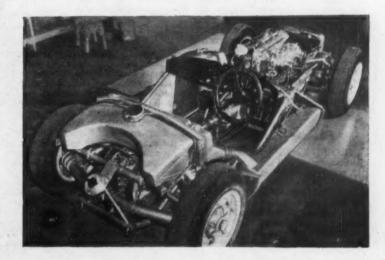
The Aston Martins were fitted with Girling disc brakes which played or. important part in their very fine performance. To accommodate this assembly a special wheel is fitted, with severely offset spoke arrangement

With a race average of 105.46 m.p.h., the 3-litre Aston Martin of Collins and Frere returned a higher speed than last year's winning Ferrari (105.15 m.p.h.) and certainly the new Girling disc brakes played a large part in this very fine performance. To house these brakes, it has been necessary to fit Boranni wheels equipped with a special flange outside the main rim to carry the outer spokes, which are thus considerably offset.

The new Cunningham with the four-cylinder Offenhauser engine was not expected to produce any fireworks, but had the engine not been overtaxed by the Z.F. gear box which lost all but its top gear, the usual pattern of a Cunningham gradually working up among the leaders through the faster cars falling by the wayside could have been repeated.

The four-cylinder engine develops 276 b.h.p. at 6,300 r.p.m. with very good torque characteristics in the lower speed range. The front suspension is by coil spring and unequal length wishbones, which are fabricated and welded into box section arms. At the rear, a de Dion axle is used which, although beautifully made, is about the most complex design yet evolved for this classical layout.

One of the really outstanding performances of the race was that of the 1½-litre Porsches. The race average of the car driven by Polensky and Frankenberg was just under 100 m.p.h. (actually 99.15), which was 2.48 m.p.h. more than the winning Mercedes of 1952. Some of the technical features of this outstanding car, and notes on the performances of other smaller competitors, will form the subject of the concluding part of this article next week.



new Cunningham, equipped with the Offenhauser engine, was running well until only top gear was left in the ZF gear box. Wishbone suspension is used at the front and, at the rear, de Dion with hydraulic and friction dampers

## Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

### Both Out

I CAN answer the question posed in a recent leading article as to why women drivers are occasionally seen driving with both indicators out. I have just been following one, and it was obvious from the poor dear's efforts to rectify matters by means of the switch, and even by putting an arm out of the window to push the indicator down, that her embarrassment was as great as my admittedly cruel hilarity.

The reason lay in the fact that it was raining heavily. At the first opportunity we stopped and I had a look at the indicator mechanism. There were two things wrong: one was that the whole switch was turning with the handle owing to inefficient installation, the other that water was dripping right through the switch and out on to the floor of the car via the knob, the switch being vertically mounted on that particular car. Having uttered a few choice phrases concerning the manufacturer of the indicators and the



Efforts to rectify

car, I assured the lady that she was completely absolved from blame and we drove on with the switch in such a position that only the left-hand indicator remained permanently out, which, as I was the following driver and knew all about it, did not matter. All of which reminds me of a grocer's van that I followed a day or two ago. When it turned left an arm came out on the left to indicate the fact; simultaneously an arm came out on the right to make the orthodox porridge-stirring gesture, thus creating the illusion of the longest armed driver in the world.

## Passenger Identity

LIKED Paul Frère's story of his passenger round the Spa circuit. A tall compatriot stopped on the kerb in Monte Carlo as he was sitting in Maglioit's Thunderbird, shook him by the hand and said how pleased he was to see him as Paul had taken his son for a run round at Spa after winning the production sports car race there a year or two ago. Paul uttered the usual

polite acknowledgment, not recalling anyone in particular amongst the many passengers he had carried at various times. The tall man mentioned the son's name. Paul repeated it, unthinkingly, and then all of a sudden the significance of it struck him. The passenger's name round the Spa circuit had been Baudouin.



Lonely splendour

## Isolation

MUCH has been said about the difficulty of parking a car in the proper places; but has anyone ever recorded the problems which face a motorist driving into an empty car park? It is all right if there is only one space to find, hidden over there between the Rover and the one like ours (no, stop a moment, there's a motor cycle there. . . STOP!). "There was one over on the right," comes ominously from the back seat. "Oh you are slow—now, of course, the Minor has got in first."

When there is plenty of space none of this joyful bickering can take place, and one creeps in lonely splendour from one lock to the other, wondering if it would be best to face THIS way, or go over in THAT corner, or reverse up there and turn round ready to go out again. No, company, like work, is natural to man and car; in these days it is positively uncanny to be alone.

## Panel Game

T would be an Ananias who claimed never to have dented a car; however, many of us manage to keep our dents to a reasonable number, most of them small ones. The removal of even a small dent is a skilled operation, and a panel beater gives me the correct procedure from start to finish.

First remove the wheel, then clean the wing underneath by washing it, or by a wire brush. Take an ordinary ball-peen hammer—one with a rounded head at one end and flat head at the other—and with the rounded head of the hammer strike upwards underneath the wing, working round the outside of the dent. Gradually hammer inwards in a circular motion till the dent has been removed. Watch the top side of the wing while hammering.

Dimples will appear which are a guide to the force needed in hammering.

When the dent has been successfully removed, hammer the wing from the top side to dress out any pimples, using the flat face of the hammer and supporting the wing underneath with a shaped iron block or a piece of hard wood. A touch of paint will complete the job.

## Civilized Problems

THERE's nothing snobbish, I hope, in the thought that a chauffeur-driven "seven" looks slightly ridiculous. This leads logically to a hypothetical list of cars in which one could employ chauffeurs, and naturally the limousines of the Rolls-Royce or Princess type come out on top. There are also certain smaller models with sleek lines and, perhaps, 1½-litre engines, which will comfortably accommodate a uniformed chauffeur. The normal family class of vehicle—the A.40s and Wyverns—come below the dividing line; one would expect an owner of this type of car to drive it.



Open model

Similarly, nobody would buy a sports or an open model unless they intended to enjoy it at the wheel.

It is bad luck for the man who wants to employ a chauffeur and cannot maintain a large car as well, for if he fixes on a smaller model in order to afford a chauffeur, the neighbours will look down their noses and say: "Doesn't it look silly," and "He ought to be able to drive it himself," as envious people often do. If he decides to get a large car At All Costs, the chauffeur will have to go, so he will have a chauffeurable car which he must owner-drive. Complicated, isn't it? Easier to walk.

#### She Said It

WOMAN competitor with reference to two Italian co-competitors in a recent event: "Who can drive like helicats let loose—with all the beautifully co-ordinated precision and cold calculation of the species before every pounce."

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### GERMAN LESSON. DUTCH STYLE

MUSSO FIGHTS HARD TO OVERCOME MERCEDES SUPREMACY IN NETHERLANDS GRAND PRIX RECORD SPEED

Three impressions remain after the Dutch Grand Prix, run over the Zandvoort circuit this afternoon—the stirring drive of Luigi Musso in a Maserati, the comparative eclipse of Ferrari, and, above all, the ruthless purposefulness of the Mercedes-Benz organization from Germany; a purposefulness that commands admiration and yet stimulates resentment. If Herr Neubauer could have got his three cars home 1, 2, 3 he would have done so, and the fact that Naughty Boy Kling slid off the circuit out in the woods (and out of sight of the Master) made one feel that the culprit would get a hundred lines (one for each lap), "I must not forget that Sir uses swing axle rear suspension."

Sour grapes? Not at all. This lesson in tactics fascinated. At 1 p.m. precisely the three silver Mercedes cars were wheeled out and lined up en échelon by the pit. They were spotless; their race numbers were beautifully inscribed in red, outlined with black; each car had its team of mechanics. Herr Neubauer came out on to the circuit, green label in wide-brimmed hat, neatly suited in brown. His chair was handed over the counter; two stop watches hung round his neck. At 1.15 p.m. senior mechanics sat in the cars; the bonnets came off and warming-up began, various parts of the engine being felt by hand for temperature rise. They were warmed up at even revolutions—not for a long time was blipping permitted. Tyre pressures were methodically checked; khaki sheets then draped the engines. At 1.50 p.m. each car was wheeled backwards

alongside the starting grid, and when they took up station in the front row (Fangio Imin 40.4sec, Kling Imin 41.1sec) you could imagine Neubauer saying, "Right; now let's get down to business."

Behind them, roughly speaking, were the Ferraris, the Maseratis, and then the Gordinis from France, with an independent or two thrown in; Hawthorn, Trintignant and Castellotti for Ferrari (Hawthorn Imin 41.5ec in practice), Musso, Mieres and Behra for Maserati (Musso Imin 41.2sec). Pollet, Manzon and da Silva Ramos were driving the French Gordinis, and the independents were Peter Walker in Moss' Maserati, Horace Gould in another Maserati, and Johnny Claes of Belgium in an old Ferrari, looking quite different from the side-tanked, short-tailed variety driven by the team. Fangio's practice speed had been 93.8 m.p.h. over the 2.6-mile circuit, and as race day started fine and warm, everything seemed set for a fast event.

But this was only one week after the Le Mans disaster and there was a certain nervousness in the air. The Dutch circuit is nothing like as well protected as the Sarthe, but presumably Mercedes were satisfied. It is a winding circuit with the start positioned past the midpoint of the main straight; then it turns right in a wide sweep at Taram Corner, rises along the back and plunges down towards the start again, to hairpin back just before reaching it and climb up and over the Hunze Rug. It then bends gently through the backwoods, hurtles out on a fast bend and into the straight again.

Good fun, and well overlooked from the high dunes, planted with tufts of dune grass in the hope of holding the sand in spite of the (usually) high coastal wind. Every hillock was thronged.

The start was tremendous. Johnny Claes had needed a wheel-back to get the vellow Ferrari going, and almost immediately he resumed station the Dutch flag dropped and the flying Argentinian in Mercedes No. 8 was streaking ahead; Jean Behra was after him in a works Maserati, and-that was a fair indication of what was to follow, though not from Behra. Moss was third away and Kling fourth. Yet at the end of the first lap the brilliant Musso had his Maserati in second place, and he was to drop only one throughout the hundred laps. There are favourite spectacles at each of the great circuits, but it takes a lot to beat the first lap stream of cars coming down into the Hunze Rug hairpin at Zandvoort. Nose to tail (for they have done only about half a mile) they look like a string of nursery coloured beads.

Musso, we reckoned, might well hold "them"—them being the Fangio and Moss Mercedes. In the meantime, the jinx that pursues Moss' own Maserati showed up round the back of the circuit, where the nearside back wheel hub seized and Peter Walker found himself spinning with a 100 m.p.h. start. He got away with it but became the first car out of the race.

The Maseratis were really quite spectacular. Musso ran third and Behra fourth, ahead of Kling. And by lap seven Roberto Mieres had brought the third car



Moss follows Fangio through the bends at the back of the circuit, their Mercedes passing the skid marks from Walker's Maserati

up behind Kling. On this lap Fangio was doing Imin 42.6sec with Moss on station a length or so behind, while Hawthorn, with the first Ferrari in the picture, was running seventh and not looking too happy about it. Down amongst the tailenders, Pollet brought his Gordini into the pits briefly and dropped himself into a last place from which he was not going to recover until lap 64, and then only to last but one, ahead of Claes.

The race steadied. Around the twen-

though whether from his own or Fangio's car it was not easy to determine. Unusually, he wore a light blue shortsleeved shirt, as did the Argentinian.

Position at 66 hour:
If Fangio), 90.9 m.p.h.
Linercodes Benn (8. Moss), 90.8 m.p.h.
Maserati (L. Musso), 90.5 m.p.h.
Behra, driving well for Maserati, made

Behra, driving well for Maserati, made a first call at the pits; he made two stops ill told, quite short ones; it began to rain thundery stuff as the wind dropped and the sky blackened—and veteran Louis ratios that were less than ideal for this testing circuit.

The race was running towards its close. Musso, trying hard to pull up a bit, was lapping in Imin 44.4sec, Fangio in Imin 48.5sec; smoke began to spurt from the Moss Mercedes, and it seemed possible that another twenty laps might have caused trouble. But they were on the last lap and Neubauer had clicked the watch on Musso for the last time. Pit signals were stowed away, the two silver flatfish



Castellottl drove a sparkling race in a Ferrari, but it was not Ferrari's day, He finished fifth behind two Mercedes and two Maseratis

tieth lap, Musso was running 8.6sec back on Fangio, Hawthorn 36.6sec. Fangio's time remained consistently Imin 42sec or thereabouts. Both he and Moss seemed to have something in hand, and it would have been thrilling to have seen Moss make a fight of it. Presumably Neubauer had said "No," for although Stirling seemed to have an ounce more nerve in leaving the braking to the last moment, he did not press home his advantage; Fangio's acceleration seemed slightly superior. Mieres had, by now, put up the fastest lap on lap two, and this was to stand for the whole race. He urged the Maserati round in Imin 40.9sec (92.96 m.p.h.). Two cars called at the pits on lap twenty: Hawthorn, unhappy with his transmission and Horace Gould's Maserati, very short of oil. Each dropped a lap, but Gould went out for good three laps later after sliding off the Hunze Rug and restarting in a cloud of sand and spinning wheels.

It was on lap twenty-two that Kling overdid it, skidding off the circuit back there in the woods. Both he and the Mercedes were undamaged, the driver ultimately coming back in a police wagon, the car under its own steam. After that the race was astonishingly steady, there being no variation in the lap chart for twenty laps. The gap between the two leaders and Musso's Maserati remained about 8.5sec and Hawthorn, dropping steadily back, was lapping in about Innin 45sec. The outcome looked fairly certain, and the sight of Robert Manzon's Gordini coasting in with a dead engine and no brakes was unlikely to affect the issue for he had been running sights.

and no brakes was unlikely to affect the issue, for he had been running eighth.

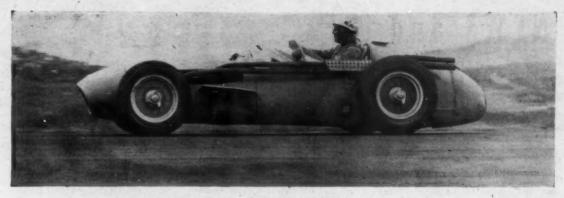
Now there were twelve left of the original sixteen and lap 50, halfway, was in sight. The Fangio-Musso gap had widened to 17sec, so that the red Maserati would hurtle down the main straight as the two Mercedes played follow-my-leader round the Hunze Rug hairpin. Moss' arms and face were black with oil,

Rosier stopped his Maserati for a vizor. Maurice Trintignant stopped for more than that, for on lap 66 he brought his Ferrari in resignedly, the transmission having gone. So the three Maseratis were left running third, fourth and fifth behind the Mercedes, and though separated by a lap each, they ran at one time together, and a very fine sight they made, too, three red devils with their Satanic trident to distinguish them. The two Mercedes were tearing the Dutch Sünday afternoon to shreds as they came out of Tarzan Corner, the high-pitched eight-cylinder note being as characteristic as that of the B.R.M. Just now (lap seventy) they were circling a drying track in Imin 49.5sec, Musso being slightly faster in Imin 47.4sec, but the gap was around 40sec and Neubauer was placidly keeping a stopwatch on any possibility of a threat to his chicks, and also a whole battery of pit signals ready to warn them.

Suddenly it was lap 83 and Musso had spun round on the Hunze Rug hairpin. This was a moment for bated breath, the red Maserati being broadside across the corner and Mieres hurtling down towards it. The young Italian kept his head, running forward towards the outside of the corner, beginning the reverse in order to resume the race, but stopping to wave, Mieres by while the gap was sufficient. The Argentinian driver slipped through, Musso was away again without having lost a place and, as he went past the pits, he waved a gyratory hand aloft to tell what had happened. It had been an uneasy moment, just the same, and the gap had widened to just over a minute.

Castellotti, far back, began to put on speed, driving well and with real verve, and holding the Ferrari like a master; he was leading Hawthorn, who had made a valiant effort to stay with the two Mercedes as they lapped him. But the Ferrari, although it seemed to hold its place on the corners and uphill, had to give way on the straight, which suggested.





Third man home after a splendid display was Luigi Musso in a Maserati. He made only one mistake

entered the straight, far off in the afternoon sun, and in a moment the chequered

fag was up and down.
Fangio and Moss, and off they went on
a lap of honour. Not so the gallant
Musso, who came into the pits straight
away. He removed his helmet, his hair away. He removed nis neimer, nis name clinging damply round a sweat-washed and weary face. He spilled the bottle of drink handed to him, plucked the cotton wool from his ears and threw the tufts carelessly down. Jubilation would come later, perhaps, but just now the reaction had set in. Moss came in exuberantly;

Fangio grinned. The crowd swarmed. Herr Neubauer, having flagged the cars over to the prize-giving position, walked heavily to the pit. His chair was handed over the counter. He hitched up his trousers and sat down, unbuttoned his trousers and sat down, unouttoned his jacket, placed his hat carefully on the pit counter. Then he took a comb from his pocket and combed his greying hair, a half-smile giving his face a quizzical, almost kindly, look. Finally, he mopped his forchead with a clean, white handker-

chief decorated with a three-inch red border and just sat, satisfied.

He might well be. If Mercedes do, in fact, retire from G.P. racing at the end of the season it will be on a note of triumph—Herr Neubauer's.

\*\*REBULT8\*\* (Lap. distance 2.4 miles)\*
1. Mercedes-Benus (J. M. Fanglo), 89.63 m.p.h.
2. Mercedes-Benus (B. Moss), 89.63 m.p.h.
4. Maserati (L. Musso), 89.15 m.p.h.
4. Maserati (L. Musso), 89.15 m.p.h.
5. Ing.; 7. Farrari (J. M. Hawthorn), 5 langs; 8. Gordini (ds. Silva Ramos), 7 langs; 9. Maserati (L. Roster), 7 laps; 10. Gordini (J. Pollet), 8 laps; 11. Perrari (J. Class), 12 laps.

\*\*Perrari (J. Class), 12 laps.

\*\*Per

Coming down from the Hunze Rug: Gordini (Pollet), Fangio and Moss (Mercedes), Maserati (Rosier) and Gordini (Manzon)



# NEWS and VIEWS

### Road Design and Accidents

HOW accidents can be reduced by road improvements at black spots is underlined in a booklet issued free by the British Road Federation, Ltd., 4a, Bloomsbury Square, London, W.C.1. The Road Way to Safety shows, in a series of pictures and diagrams, the danger spots before and after road layout has been improved by the road engineers, and the accident reduction is quoted.

### Flashing Indicator Improvements

EVER since they were legalized in January last year, flashing indicators have been widely criticized. The S.M.M.T. has stated that it is aware that foreign specifications are not necessarily ideal here, and is at present engaged in investigating means of improving the position. The matter is being treated as urgent, and modifications will be introduced as production programmes permit.

### Board Changes

THE board of directors of the automobile division of the David Brown Group (Aston Martin and Lagonda) has been reconstituted as follows: Mr. David Brown (chairman and managing director of the David Brown Corporation, Ltd.); Mr. A. Avison (director, and general manager of the David Brown Gear Group); Mr. F. B. Marsh (technical sales director of the David Brown Group); automobile division—Mr. E. J. Batchelor (general manager); Mr. J. Stirling (London manager); Mr. J. Wyer (development engineer).

### Your Autocar

DURING the recent railway strike every endeavour was made, by utilizing all available means of transport, to distribute The Autocar promptly. However, some readers may have experienced difficulty or delay in obtaining their copies, for this we offer our apologies and our assurance that no effort was spared by publisher or newsagent to obtain the speediest possible delivery.

### To Celebrate Golden Jubilee

BRANCH centres of the Motor and Cycle Trades Benevolent Fund are arranging a number of special functions to celebrate "B.E.N.'s" golden jubilee. Manchester will hold a midsummer night dance on July 1 at Hoghton Towers, between Blackburn and Preston; on September 28 the Eire centre will hold a jubilee ball at the Gresham Hotel, Dublin; the north-eastern centre is planning a ball at the Old Assembly Rooms, Newcastle, on November 3, and a revel at the Oxford Galleries, Newcastle, on November 11; Glasgow centre will hold a ball at the City Chambers, Glasgow, on November 16.



The latest Volvo PV 444 H seen against the "Old Town" of Stockholm

### Renault Plans

THE Renault representative in Australia stated recently that the French firm is planning to build up its component production in Australia so that it will cover the requirements for Renault cars sold in the Dominion. The firm already manufactures a considerable number of components there.

### Spring Damper Expansion

COMPLETION of a new factory building was announced last week by Armstrong Patents Co., Ltd., of Beverley, Yorkshire. Founded in 1909 on small garage premises, this company has expanded in stages over the years. The new building will provide a useful increase of floor space; simultaneously the entire factory has been reorganized to the best advantage. Armstrong Patents supply spring dampers to a number of vehicle manufacturers.

### M.O. by Car

THE 1st Battalion Durham Light Infantry, on completion of its overseas tour, will return to England from Egypt without its Medical Officer, Capt. D. N. Blake, R.A.M.C. For Capt. Blake, of Blaydon, Co. Durham, intends to drive home in his M.G. TD, and has already shipped the car from Egypt to Aquaba in Jordan. He will be accompanied by 2/Lt. M. Hanmer, of Whitchurch, Shropshire; their 3,800 miles trip will take them through Syria, Lebanon, Turkey, Greece, Yugoslavia, Italy, Switzerland and France. They are carrying camping kit, and expect to take four to five weeks on the journey.

### Material' Handling

FIRST issue of a new, controlled circulation quarterly, Materials Handling News, dealing with all types of labouraiding machinery, will be published by an associated journal, Mechanical Handling, on July 1. It will show what is to be gained from mechanization, how handling costs can be reduced, how the latest labour-aiding equipment saves money and man-hours, how loading and unloading of lorries should be organized for maximum efficiency, and will discuss some of the latest equipment. A second issue will appear on October 1. Readers wishing to receive copies of Materials Handling News should write to Dorset House, Stamford Street, London, S.E.I.

### Complete Camera Guide

PHOTOGRAPHICALLY minded readers will be interested to hear that Amateur Photographer, one of our associated journals, is to include in the next issue a special "Camera Guide" containing a complete buyers' reference to cameras on the British market. It will list in detail prices, lenses, shutters, view-finders and equipment, together with other important information. This number of Amateur Photographer, price Is as usual, will be published on June 29; it will be obtainable from newsagents or direct from Dorset House, Stamford Street, London, S.E.1.

### Strike Gratitude

WITH the end of the rail strike recently, Mr. Wilfred Andrews, Chairman of the R.A.C., sent a message of thanks to Britain's five million motorists for their co-operation in giving lifts to stranded travellers. He stated that motorists, bedevilled by high fuel tax and a neglected road system, were wrongly accused of many sins; but they had shown a magnificent sense of responsibility to the community in helping to maintain the national life.

### Road Engineer for Scotland

MR. J. EMLYN JONES has been appointed by the Minister of Transport and Civil Aviation to be Divisional Road Engineer, Scotland Division, in succession to Mr. J. A. Burnett, who retires at the end of October. Between the wars he served in a number of capacities in highway engineering in Scotland, he saw active service in several war theatres with the Royal Engineers, and joined the staff of the Divisonal Road Engineer of Wales and Monmouthshire in 1945.

### Soft Landings

A KOREAN bush with remarkable properties as a shock absorber is being investigated in an American university. The plant, a variety of rose, grows into a tough, resilient bush up to seven feet or more thick and as many feet high, and cars driven into the bushes at 50 m.p.h. have been brought to rest in little more than their own length without injury to the passengers and with only scratched paintwork. It is believed this bush will be ideal for planting along the divisions of twin-track highways and at points where cars might leave the road.



Luxury
goes with speed
in the

Beauty and luxury perfectly matched . . . comfort and performance exquisitely balanced , . . foam-soft comfort of deep, spacious seats . . . controls placed for instant, effortless command. The Blue Riband engine's indomitable power will sweep the needle to an easy ninety, or whisper its way through traffic in top gear . . . and at a price that puts Humber first among fine cars in value.

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# CASTROL WINS

DUTCH GRAND PRIX

19/6/55

1.

**MERCEDES-BENZ** 

(J. M. FANGIO)

ALSO 2ND MERCEDES-BENZ



THE MASTERPIECE IN OILS



The A.90 Westminster is probably seen at its best from the side. The appearance is purposeful, although the long chromium embellishment across the side panels and doors may appear a little ornate to some eyes. A moulding follows the line of the lower edge of the body from front to rear. Swivelling windows are fitted to all doors

Observation of the wings from the driving seat is helped by the visible side lights. Massive rear lights are fitted on each side of the number plate, and adjacent to them are the winking indicator lights. The lockable lid for the petrol filler orifice is fitted neatly beside the left-side hinge of the luggage locker

### Autocar ROAD TESTS



No. 1568:

### AUSTIN A.90 WESTMINSTER SALOON

It is to be expected that a new model produced by any manufacturer will be an improvement on its predecessor. The new Austin A.90 Westminster saloon is, however, exceptional in that it represents a greater step forward in performance and comfort than would be expected in the customary process of evolution. It is certainly one of the best Austins to be produced to date; and it is unusually free from the detail faults so frequently found in the early stages of production of an entirely new model.

This 2.6-litre six-cylinder car is clearly intended to satisfy the family driver who makes long journeys at high average.

For the size of its engine, the car is commercian

This 2.6-litre six-cylinder car is clearly intended to satisfy the family driver who makes long journeys at high average speeds. For the size of its engine, the car is compact in comparison with its rivals, with the result that the performance is particularly good. However, despite its modest overall dimensions it seats four people in complete comfort, and six can be accommodated without serious discomfort on shorter journeys. There is also a commendable amount of

room for luggage.

Since the model's initial introduction, detail development has gone ahead, and an improvement has been made in the power output and flexibility of the engine. The car tested attained a two-way top speed of more than a true 90 m.p.h., at which speed it rode perfectly safely. Acceleration in the last 10 m.p.h. of the speed is not rapid, but 80 m.p.h. can be attained in less than 40 sec, and the car will hold this

speed without fuss in suitable conditions. High-speed travel is made all the more pleasant by the low level of wind noise.

Speeds of the order of which this car is capable are undesirable unless they can be used in safety, and on this score the Austin designers have achieved a happy compromise between comfort and the stability needed for high performance. The suspension is firm, but not to the extent of giving a bumpy take. On rough perol in France and Belgium, where the car was tested extensively, the suspension afforded a stable, comfortable ride even at high speeds, the driver being provided also with full control and plenty of "feel."

The steering, light and accurate, has three and a half turns from lock to lock, and few road shocks are transmitted to the wheel. The chosen line can be held steadily on fast corners, and in town, the good lock permits easy manœuvring and parking. There is no vice in the handling characteristics, such as marked under- or over-steer, with the result that the car is pleasant to drive fast even on wet, uneven roads. Quite modest pedal pressure provides good braking power, although at high speed there was considerably less "bite." No serious fade was experienced in normal fast driving.

One of the main attractions of the car is the excellent



Neat, white-on-black lettering is used for the instruments, which the driver can see easily through the top half of the T-spaked steering wheel. The winking indicators are operated by a lever protruding from the steering column opposite the gear lever. The clock, centrally mounted in the facia, is externally adjustable for correcting the hands and any tendency to gain or lose. The optional extra radio is mounted below the clock, and below this is incorporated a pull-out ashtray

choice of ratios for the four forward gears. Second can be held up to 40 m.p.h. without fuss, and the maximum is nearer 50. Third gear can be used constantly for acceleration up to 50 m.p.h., with an upper limit of 70 m.p.h. Thus in winding or hilly country relatively high average speeds can be maintained, and overtaking on crowded British roads is



On top of the bonnet is a fresh-air intake with chromium-plated decoration, on which is mounted the Austin motif. From inside the car the air intake looks like the top of a radiator, and it is useful additionally for chose who like something with which to aim the car. The lights just above the bumper are for the winking indicators. Attractive, dished chromium-plated rims are fitted as surrounds to the hood lamps

### AUSTIN A.90 ROAD TEST .

made easier when the ratios available are used freely. Satisfactory synchromesh action is provided on second, third, and top gears, masking in some degree the lack of positive feel in the rather lengthy gear change lever, which is mounted on the steering column. Changes from first to second, and up and down between third and top, are smooth, but it is not possible to make very fast changes between second and third gears.

Although high gears are provided in the gear box, engine

Although high gears are provided in the gear box, engine flexibility is sufficiently good to make gear changing an actual necessity only rarely. The car will accelerate perfectly smoothly from as little as 10 m.p.h. in top. On the model tested, the throttle pedal vibrated when released, and on occasion slapped the sole of the driver's hovering right foot.

If one keeps in mind the size of the engine and the performance that it provides, the fuel consumption is not excessive. Even when driven really hard the car gave 21 m.p.g., and when driven quietly on out-of-town journeys 25 m.p.g. was obtained without resort to super-economy driving techniques. The car tested was heavy on oil, but its thirst was so great that it seemed almost certain that this particular engine suffered from an internal oil leak, probably as a result of a faulty valve stem seal.

The Westminster was tested in its de luxe form, with heater, optional extra radio, hide upholstery and carpets of good quality. There is much to be said for the way in which the interior was finished and equipped in relation to the



All the doors are hinged at the front, and there are safety devices incorporated in the rear doors designed to prevent children from opening the doors to their own danger. The car can be locked up completely without the use of a key. Instruments are grouped in two main dials directly in front of the driver, and there is a large, lockable giove locker in the left side of the facia. There is also a full width parcel shelf. A pair of armrests is provided for each passenger when not more than four people are carried, and although the comfortable front seats are separately adjustable, they are mounted so that they may be arranged as a bench seat for occasional use. The goar change lever is mounted on the steering column, its handle being of a transparent plastic

price. The doors have armrests and, when not more than four people are carried, support may also be provided by a central armrest at the rear, and a folding armrest on the adjoining sides of each of the front seats. The front seats are adjustable independently but, should they be required to carry three people, they can be converted into a bench seat as there is very little gap between them.

Really comfortable seating is provided: those at the front are deliberately made deep to raise the ever level are that

Really comfortable seating is provided: those at the front are deliberately made deep to raise the eye level so that maximum road visibility is provided, and to cut out avoidable glare from the sky. To those used to sitting lower,

however, the top of the screen may give a beetle-browed effect, as the eye level of a driver of medium height is near

the top of the windscreen.

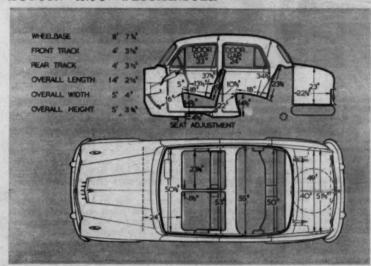
Visibility generally is good. From inside the car the fresh-air intake on the bonnet looks like the top of a radiator, and is useful for those drivers who like something with which to aim the car. The side lights on the wings are also fully visible from the driving seat. There are twin sun vizors which are hinged so that they may also be used to stop sunshine from the sides—an advantage on straight roads

when the sun is flickering through trees lining the verge. A wide mirror gives good rearward visibility.

A washable roof lining is used; it should be virtually proof against the stains that are the bugbear of the widely used, woolly kinds of material. The central interior light can be operated manually; it also lights when a door is opened. There is a large glove compartment which, on the de luxe model, is lockable, and a full width tray for parcels below the facia. There is also a smaller ledge behind the rear seat, the top of the back of the seat forming a large lip which prevents articles sliding off the shelf. Swivelling ventilator windows are fitted at the front and rear.

Layout of the instruments is better than that found on many popular family cars. There are two main dials directly in front of the driver, easily seen through the top half of the T-spoked steering wheel. They are neatly and clearly lettered in white on black, embellished with wide, dished, chromium-plated rims. One dial houses the speedometer, with trip and total mileage recorders, and light indicators for ignition and main head lamp beam; in the other dial are accommodated fuel level and oil pressure gauges, and a water temperature thermometer giving indication of "cold,"

### AUSTIN A.90 WESTMINSTER



Measurements in these ‡in to lft scale body diagrams are take with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

### - PERFORMANCE -

ACCELERATION: from constant speeds Speed Range, Gear Ratios and Time in sec. TRACTIVE RESISTANCE: 26 lb per ton at 10 M.P.H. 12.96 TRACTIVE EFFORT: to 1 Puli Equivalent Gradient 4.8 (lb Top Third 10.9 12.4 15.0 21.3 7.9 9.3 13.2 345 1 in 7 BRAKES: Efficiency Pedal Pressure (lb) 70 per cent 73 per cent 75 per cent M.P.H. 5.3 12.9 18.1 **FUEL CONSUMPTION:** 22 m.p.g. overall for 533 miles (12.84 litres per 100 km). Approximate normal range 21-25 m.p.g. (13.45-11.30 litres per 100 km). Standing quarter mile, 20.7 se WEATHER: Sunny, dry, no wind.
Air temperature 54 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in The Autocar of October 22, 1954. SPEEDS ON GEARS: M.P.H. K.P.H (normal and max.) 145.6 146.5 Top SPEEDOMETER CORRECTION: M.P.H.

# £388. British purchase tax, £246 2a 6d. Total (in Great Britain), £834 2a 6d. Extras: Radio £39 13a 4d. Heater £17 14a 2d. ENGINE: Capacity: 2,639 c.c. (161 cu in). Number of cylinders: 6. Bore and stroke: 79.4×89 mm (3.125×3.5in). Valve gear: 0.h.v., pushrods. Compression ratio: 7.3 to 1. B.H.P.: 85 at 4,000 r.p.m. (B.H.P. per ton laden 85

- DATA-

PRICE (basic), with saloon de luxe body,

laden 58.6).
Torque: 130 lb ft at 2,000 r.p.m. on top gear, 19.8.
WEIGHT: (with 5 gals fuel), 26.34 cwt

(2,950 lb). Weight distribution (per cent): F<sub>2</sub> 58%; R, 42%. Laden as tested: 29 cwt (3,250 lb). Lb per c.c. (laden): 1.23.

BRAKES: Type: F, Girling; R, Girling.
Method of operation: F, hydraulic; R, hydraulic,
Drum dimensions: F, 11in diameter; 2½in
wide. R, 11in diameter; 2½in wide.
Lining area: F, 94.5 sq in. R, 94.5 sq in.
(130 sq in per ton laden).

TYRES: 6.40—15in.
Pressures (lb per sq in): F, 25; R, 25 (normal).
TANK CAPACITY: 121 Imperial gallons.

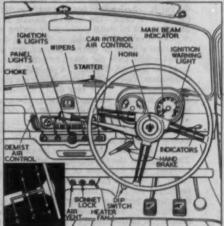
Oil sump, 12 pints. Cooling system, 25 pints. TURNING CIRCLE: 36ft (L and R).

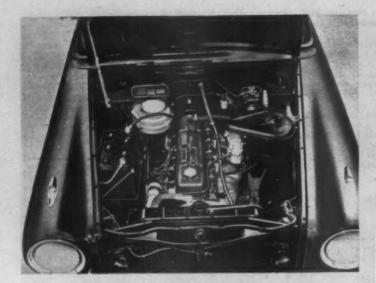
DIMENSIONS: Wheelbase: 8ft 7\(\frac{1}{2}\) in.
Track: F, 4ft 3\(\frac{1}{2}\) in.
Length (overall): 14ft 2\(\frac{1}{2}\) in.
Height: 5ft 3\(\frac{1}{2}\) in.
Width: 5ft 4in.
Ground clearance: 7\(\frac{1}{2}\) in.

ELECTRICAL SYSTEM: 12-volt; 51 ampère-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent coil springs and wishbones. Rear: Half-elliptic, reverse camber springs with anti-





### AUSTIN A.90 ROAD TEST .

Under-bonnet space is well filled by the o.h.v. six-cylinder engine and its components and auxiliaries. A massive air cleaner is fitted to the single carburettor, and the battery is mounted accessibly on the opposite side. Behind the battery is the heater unit. The water and oil filler caps are readily accessible, but the dipatick is buried rather awkwardly among the high tension leads between the engine and the battery. The coil is mounted between the battery and the radiator

of the luggage locker lid is cut away to make room for the fuel filler, which has its own cover at the left front quarter of the main lid. There is no separate cap, the lockable panel having a sealing washer to fit the filler orifice.

Distinguished quickly from its juniors by a chromiumplated strip along each side, the A.90 Westminster has much to commend it. Its price is moderate, yet it provides a quite unusually high performance for its capacity and type. The six-cylinder engine is smooth and creditably flexible on all gears—yet the gearing is well chosen for the needs of the enthusiastic driver. Good control is provided by a firm yet comfortable suspension coupled with light, accurate steering and the car handles confidently and well on slippery surfaces.

The lines of the saloon may not be as clean and harmonious as they could be, but when such well-planned capacity is combined with compact overall dimensions, more than this may be forgiven. It is probable that this new-comer from the Longbridge factory at Birmingham will prove to be one of the most successful Austins built to date, and the driver is quick to appreciate why it was selected to represent its manufacturers in the very competitive field of international rallies.

"normal," and "hot." A clock is mounted centrally on the facia. The hands can be adjusted by an exterior knob, and there is also an ingeniously arranged external regulator.

An optional extra—Radiomobile radio—was mounted

An optional extra—Radiomobile radio—was mounted centrally in the test car facia. This had a good tone and station selection was achieved by press-button tuning.

Below the radio is an ashtray, and nearer the floor, three knobs for fresh-air intake, bonnet catch and heater fan. At each side of the radio are controls for adjusting the volume of air to the windscreen or interior heating ducts, including a position which channels cold air to the interior during hot weather. The windscreen wipers cover a satisfactory proportion of the screen area and are efficient in operation.

When the bonnet release is operated and the bonnet raised, access to battery, oil filler and distributor is convenient. On the car tested the bonnet stay was not easily released for bonnet closing, and criticism must also be made of the dipatick. This was reached by thrusting one's hand among the high tension ignition leads and one had to bend the stick to clear the battery, which obstructed the path of the dipatick. When checking the oil level it was necessary to hear the click as the dipatick went fully home, as it was not easy to feel.

### Ingenious Locks

Several points of special interest are found on this new Austin model, not the least of which is the way in which the car is locked. It is not necessary to use the key to secure the driver's door—the interior handle is flicked forwards (it returns to its usual position by spring action) to lock the driver's door, when closed, in the same way as that on the passenger's side; of course, anyone not accustomed to the model might lock the door, forgetting to take out the key from the ignition switch. In general, however, the device is convenient, especially if one has to leave the car parked when time is pressing. The rear doors have an orthodox locking system, with the addition of safety devices aimed at ensuring that children may not release the catches inadvertently when the car is moving.

A really useful amount of space is available in the luggage locker, although luggage must be lifted over a rather deep step, in which are mounted rear lamps and indicator winkers. The height of the compartment when closed is considerable, however, and suitcases of average size can be carried on end. To a great extent this capacity has been achieved by mounting the petrol tank on edge behind the rear seat, and the spare wheel in a tray beneath the locker.

The wheel tray is lowered by using the wheel-brace to wind a nut in the luggage locker; when the tray is sufficiently low the spare wheel can be removed with ease. A portion



The spare wheel is mounted on a tray underneath the luggage locker, reached from below the number plate. The fuel tank stands on edge behind the rear seat, and thus the large locker is reserved exclusively for luggage and tools. The jack is clipped to the right side, and the storting handle and wheel-brace to the left. The fuel filler cover occupies an upper corner of the locker lid



# ROLLS-ROYCE

SILVER CLOUD



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The Best Petrol that money can buy

# CLEVELAND

The Specialists in Motor Fuels

### SHELSLEY

WET SURFACE MAKES FOR SLOW TIMES AT M.A.C. EVENT

DEPRESSION which chose Shelsley for its attentions last Sunday for its attentions last Sunday frip, drip of water on to spectators in the dank woods. On the hill great power was an embarrassment, even the less potent cars requiring delicate handling to get them away from the starting line. Tony Marsh's 1,100 c.c. Cooper was fastest, in a climb which showed admirable restraint and lack of wheelspin. In spite of the weather, however, it was Shelsley, with its old familiar names and its crop of Shelsley specials, and it was as good as ever.

Among the formula 3 cars which began the programme, D. A. Haigh's Cooper came through the Esses with flaming petrol overflowing from the tank. He stopped after the second corner and put out the flames with a few squirts of the fire extinguisher. In this class J. W. Burgoyne's Kieft with twin-o.h.c., 4-cylinder Turner engine sounded magnificent. Though the 500s were exciting as they left the line, the next class—racing cars from 501 to 1,500 c.c.—showed just how much power they had in hand.

Lt. Col. C. P. Vaughan, in the ex-Fane single-seater Frazer Nash — one time holder of the Shelsley record—shed a chain just after the start. At Kennel bend he slewed across the road and hit the tail a resounding blow against the bank, overturning and damaging the car.

R. E. Hardy's G. N. Sumner-J.A.P., markedly crab-tracked and a true Shelsley special, was a real handful through the Esses, with the tail swinging from side to side like a pendulum. In practice the scrutineers had serious doubts about the eligibility of this car, saying that it was too primitive. After one or two observed runs, however, they decided to pass it. Michael Christie, driving Peter Bell's

eligibility of this car, saying that it was too primitive. After one or two observed runs, however, they decided to pass it. Michael Christie, driving Peter Bell's blown 1,100 c.c. Cooper, had been fastest in practice (36.52 sec) but found the power far too much in the wet, kicking the tail round at every touch of the throttle.

In the class for sports cars between 1,101 and 1,500 c.c. Peter Lane's Cooper-M.G.—with battered nose after colliding with a Morris Minor on the way to the

Splashing up in the Mark V Dellow, Tony Marsh scores second fastest in his class. Changing to the 1,100 Cooper, he put up the fastest time of the day

-was one of the fastest through the Esses and up to the finish, but lost valuable time with wheelspin at the start. Good news at this stage came in the form of a telegram from Ken Wharton, still recovering from his Silverstone accident, saying

ing from his Silverstone accident, saying he was getting along nicely and sending the meeting best wishes.

After the comparative silence of the sports cars, the class for racing cars from 1,501 to 2,500 c.c. set the woods echoing with the true Shelsley noises. Peter Stubberfield came up with his single-seater Type 35 Bugatti in full song, twin rear wheels sending up ahowers of water. He went through the Esses on a classic line without an unnecessary slide, shot up the finishing straight and then, of all people, missed a gear—very unlike Stubberfield.

### Le Mans Triumph

In the parallel class for sports cars there was a fine showing of Triumph TR2s and Morgans. Ken Richardson brought one of the Le Mans cars—still bearing its luminous, class-distinguishing green disc on the tail—and climbed in 53,69 sec; on the fail—and climbed in 53.69 sec; Mrs. Osborn, in the same car, climbed in 53.03, and Richardson, in his second run, replied with 51.40 sec. Peter Morgan, in the TR2-engined Morgan, climbed in 48.57 sec—a time which none of the TR2s was able to beat. A. K. Howarth, in the ex-Troasi, ex-Varzi, ex-Targa Florio Bugatti gave the crowds a fine hearing of how a Bugatti should sound. This car, despite its age and seeming unsuitability as a road car, regularly conveys its owner from his home in Rochdale to Shelsley and Prescott meetings.

Prescott meetings.

In the unlimited sports car class Lox-ton's 4½-litre Invicta was very nimbly

handled for such a massive car. As Town Clerk of Shrewsbury he must be one of the few city dignitaries who indulges regularly in motor sport. J. Clark's bis-cuit-coloured Jaguar-engined H.W.M.— Alta was remarkable for its very amart

finish.

Towards the end of the first runs the rain had stopped temporarily and the hill began to dry. This continued until half-way through the second runs and times were generally much quicker. The remarkable De Havilland-M.G. made its first appearance after the interval and was well in keeping with Shelsley's reputation for specials. The power unit is a 61-litre air-cooled Gipsy Major aircraft engine, installed in an M.G. Magnette chasais—very neatly, too. The four separate, finned cylinders occupy every bit of space beneath the bonnet. The car's rather alow time of 54.45 sec was in part because of the wet track. of the wet track.

No Shelaley meeting would be complete without Davenport's remarkable G. N. Spider, and no report complete without mention of it. It was there, thrashing, slewing and sliding up the hill, Davenport oblivious of any thoughts of lifting his foot. Hideous by modern standards, but a very necessary part of the Shelaley scene, it climbed in 47.2 and 49.19 sec-very creditable times considering its age and the state of the hill.

Factort time of the day: Cooper 1,100 (A. E. arah), 42.60 sec.

Factor rasing ears: 1, Cooper 1,100 (A. tarsh), 42,30 sec; 2, E.R.A. 1,950 s (M. A. Ahristie), 43,21 sec; 3, Cooper 1,100 (C. S. BERSON), 44,07 sec. Factor secrit cor: Cooperation of the Cooperation of t

Class search: w to 589

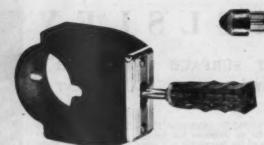
State of the control of the



ergoyne's 500 c.c. in-o.h.c. 4-cylinder wher-engined Kieft ch made up in in speed, the smooth terque characteristics causing much wheel-spin



Seat cover material with a backing of foam rubber is now being used by Welfit



The new Sparto traffic indicator switch, with a tell-tale lamp in the handle; and a German

### ACCESSOR

### Foam-backed Covers

AN unusual and attractive material is becoming available in the Kumficar seat covers of Welfit Manufacturing (Sales), Ltd., Adelaide Street, Halifax, Yorkshire. It is called Kumfifoam and it is backed by a layer of foam rubber which is strongly bonded to the cloth. This is effective in keeping the covers stable on slippery seats, especially large bench seats. In addition, material with a soft backing is far less vulnerable to damage when stretched over corners and over hard places such as occur on the back of many seat squabs.

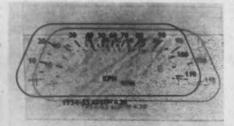
The particular cloth inspected had a very attractive colour scheme of old gold and dull red, which had a rich effect. The cloth was a very strong one and gave the impression that it would wear well. The foam-rubber backing did not prevent it "breathing."

### K.p.h. Speedometer Scale

WHEN touring abroad, British drivers continue to think of cruising speeds in m.p.h., reserving kilometre-to-miles conversions for the distance. But there are varying speed limits enforced for towns and villages, and a new transparency for imposing kilometre figures on the glass of one's m.p.h. instrument seems useful.

It is made by Autocon Products, 11, Strathearn Avenue, Whitton, Middlesex, and costs 3s. There are individual transparencies for most models, with speedometers having quadrant, round, or other

One of Autocon's transparent kilometre scales for speedometers. This is for the Austin A.30



shapes of dials. The figures are red, and clear to see. In the case of some instruments having an appreciable gap between glass and dial, a parallax error may arise when the instrument is regarded from an

### Permanent Fuse

OF German origin, the Strausser "permanent" fuse is being sold in Britain by the Martin Agency, 43, London Road, Kingston-on-Thames, Surrey. It resembles a normal glass-tube fuse; but in place of the fusible wire there is a thin column of metallic liquid. When thin column of metallic liquid. When this blows because of an overload, it can to be restored by tapping the end of the cartridge smartly, when the column re-forms and is ready for duty again.

When one of these fuses was tested, it was found that it blew when subjected to

an amperage a little over its rated capacity, and was easily re-formed by tapping; this was done twenty times, and the fuse seemed unaltered.

It costs 2s, fits the usual clips, and is available in the usual amperages.

### Light Hose

L IGHTWEIGHT hoses are being made of p.v.c. plastic by Creators, Ltd., Plansel Works, Sheerwater, Woking, A 45ft coil weighs only 2½lb. Surrey. A 45ft con weigns only 25th. It is supplied with a plated spool and wall fitting; a tap union, which is plastic, with metal adjusters; and a tough plastic nozzle giving a spray or jet. The price is £1 11s 6d. A 60ft model costs £1 17s 6d.

The hose is light enough to flatten when coiled, which makes it compact. would kink more easily than a thick-walled hose if led round corners carelessly.

### Wing Mirror and Indicator Switch

THERE are two new Sparto Accessories, a wing mirror, and an illuminated traffic indicator switch.

The mirror has a convex 4in lens, held in a brass backing which is chromium-on-nickel plated. A plated cap nut pro-vides universal adjustment. The pillar, which is attached to wing or other panel-ling through a drilled hole, has a flanged, threaded end and a securing nut. It is a die casting, chromium-plated, and of

satisfactory strength. This Model 3000 mirror costs 16s 6d.

There are two versions of the traffic indicator switch, one having a body with a plated face, for flush mounting in facia panels. It costs 12s 6d.

The other has a die-cast body with a handsome black-crackle finish, and fits steering columns up to 1½in diameter. The lever used for both models ends in a transparent ruby plastic handle, and this contains a pea-sized instrument bulb to serve as a tell-tale. It glows brightly enough to be obvious by day, but does not seem distracting by night, probably because of the red colour of the handle. The one examined and tried was neatly and strongly made, of very good appear-ance, and electrically sound. It costs

The makers are London Bankside Products, Ltd., The Runway, South Ruislip, Middlesex.

### New Badge

BADGES of principal towns are to be produced for cars by a Midlands firm. D produced for cars by a Midlands firm. The one submitted for review was of heavy brass, chromium-plated, and carried the arms of Leamington, as a boss in gilt, dark blue, green and white. It was 3 in diameter. The whole thing was strong, and the detail sharp, even delicate.

The makers were The Regent Services, 67, Leamington Spa, Warwickshire, and the price was £1 9s 6d.

### Under Pressure

TWO pressurized containers imported from Western Germany are of interest to motorists. One contains an oil interest to motorists. mixed with colloidal graphite, which is ejected in a fine spray when the red button at the top of the container is pressed. The spray is far reaching, and the oil was found to be effective in penetrating corroded nuts and bolts; the makers claim that it has the property of dissolving rust. It was found also to lubricate direction indicators, car door hinges and brake link-ages adequately and with ease. Bearing the title Caramba, the lubricant sells at

In a similar sized can-21 in diameter, 43in tall—is contained under pressure fire extinguishing liquid which was found to be highly efficient in putting out a small petrol fire. It is claimed to be equally effective in quenching burning



fat, gas or oil, electrical fires or those of fat, gas or oil, electrical fires or those of chemical origin. The contents are released by breaking away a soldered joint in a nozzle on the cap of the container and directing the jet at the blaze. It costs £1 ls, and is marketed in this country under the name Pikkolo. The distributors of the containers are V.G. Trading and Finance Co., Ltd., Export Department, Fulwood House, Fulwood Place, London, W.C.1.

### **Automatic Aerial**

AN aerial for car radio which is automatically extended and retracted when the set is switched on and off is when the set is switched on and off is marketed in this country by Fisher, Morgan and Co. (1950), Ltd., of Burley House, 5-11, Theobalds Road, London, W.C.1. Known as the Femcar Audiorapid aerial, it is made in Italy, and comprises four telescopic sections of the usual kind, which are erected by a steel tape operated by an electric motor when the set is switched on; a contact switch stops the movement at the end of the traverse. When the set is switched off, the aerial is withdrawn, leaving only about 2in projection. The motor unit is sealed against the ingress of water and dirt, so that the under-wing space of most modern cara affords a convenient housing for it. The switch operating the aerial will also do duty as on-off switch for the radio. The whole device appears well made and robust. Price of the unit is £12 10s, plus fitting charge.

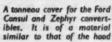
### Consul-Zephyr Tonneau Cover

A TONNEAU cover for the Ford Consul or Zephyr convertible is being made by the Chaseside Motor Co., Ltd., Sales Depot, Cambridge Road, Enfield. Fitting involves no drilling of coachwork panels, for the press studs replace existing screws; initial installation takes only about a quarter of an hour and thereafter fitting or removal can be done in only a fitting or removal can be done in only a minute or two.

minute or two.

A Zipp-type fastener provides for the cover's use over the rear compartment only, the whole passenger's seat also, or over the whole seating accommodation. The material is hood plastic of good quality. Colours to match all the Ford standard body colours are available. This Chaseside cover costs £15 and is sold through Ford dealers.









Safari baby—a Fiat 600 leaving a rough section. It put up an incredible performance which terminated in a broken perior pipe only 50 miles from the finish

EAST AFRICA'S MAJOR MOTOR-ING EVENT

) Drove in the

A FEW weeks ago details were given in this journal of the Third Coronation Safari, a 2,490-mile high-speed reliability trial to be run in East Africa towards the end of May. That event is now over—and of the 58 starters only 27 completed the course. What were conditions like to produce such a striking number of non-finishers? As one who competed and finished (but without distinction), I can give some idea.

AUTION

AHEAD

SURFACE

ROUGH

The road sections—all straightforward—had to be completed in given times; the actual route was not stipulated. The difficulty was that, within those times, it was necessary to complete the 55 miles between Jinja and Kampala, on a beautiful tarmac road, at the same speed as the 123 miles between Tanga and Mombasa, on a road much of which would serve admirably as a tank testing ground, and even then would break up the tanks!

This year's event was the third of the series. In the first year I entered my Mark V Jaguar, but it ran out of road and did not finish. In the second Safari I drove a Fiat 1100 TV, and finished, in spite of an argument with a cow which resulted in the death of the latter and severe damage to the vehicle. As a result of my experiences with that car I purchased a similar model for this year's event, even though the Safari is run on a price basis and the Fiat 1100 TV is by far the smallest car in its class.

From Nairobi the first control was Nakuru, after a 97-mile run on a tarmac road the surface of which would be classed as rough by British standards. The class average to be maintained on this section was 55 m.p.h., but as there are approximately 7 miles of 30 m.p.h. limit included and a descent of the Rift Valley escarpment, this is not all it sounds. It would nevertheless have been very easy had we not had the misfortune to lose a plug lead. We did not immediately diagnose the fault and became one of the very few cars to lose points on this initial section.

From Nakuru care climb up to Mau Summit and competitors choose various routes to Jinja, the object being to reach that control as rapidly as possible in order to have a low inside average between that point and Kampala, and still arrive there at the prescribed time. Success in this laid the foundation for a good safari, but a number of competitors deliberately chose to lose marks at Kampala by not booking in until they felt they had an average which they could readily maintain between Tanga and Mombasa. A lot of mistakes were made in this vital section, and we were amongst the crews who made them.

However, a number of cars had gone extremely well and had not only arrived in Kampala on time but had also managed to record averages in the low thirties, which ensured that they would have no difficulty on the dreaded Tanga-Mombasa section. Notable performances to this stage included the Ford Zephyr of the ultimate winners, Preston and Marwaha, the Fiat 1900 of Sachs and Armstrong, the TV Fiat of King and Fisher and the Volkswagen team.

The route led from Kampala back from Uganda and into Kenya again, with a control at Eldoret. Roads, although potholed, corrugated and rough, were dry this year, and conditions in this northern section of the trial were far better than ever previously. Competitors had no difficulty in maintaining their set averages to Eldoret and the subsequent controls at Kericho and Nakuru, even though the road to Kericho was particularly tortuous and included hundreds of hairpin bends in a matter of twenty miles. Back in Nairobi, competitors enjoyed a well-earned six hours' rest before setting off into the night on the road for Tanganyika, the Territory which is always on the side of the organizers and which has always provided the real difficulties of the Safari.

The first hundred miles or so from Nairobi on the Arusha road have additional hazards by way of game, and one invariably meets giraffes, buck and often elephant. This year, fortunately, we had no encounters of this nature but mist and rain commenced almost at the Tanganyika border. The territory was obviously coming up to scratch and gave some indication of difficulties ahead.

Competitors enjoyed an excellent tarmacadam road through Moshi and on to Himo. At this point, the road was once again one of murram and the surface deteriorated as progress was made towards Korogwe. At one point a fallen tree almost blocked the way just round a corner. To my passenger it appeared that the road had suddenly

vanished and, as he was dozing at the time, he thought that I had left the highway at high speed and was about to plunge into the thick undergrowth which lined the roadside. All competitors managed somehow to miss the main trunk and to skirt the upper branches but there were, by all

accounts, some phenomenal avoidances!

Shortly after this, really thick mud commenced and we began to pass competing cars which had gyrated, run off the road, stuck firmly in the mud or had stopped to fit chains. About 30 miles from Korogwe we ourselves slid to a standstill in deep mud. We carried a spade and a panga and rapidly cut down a large number of sisal leaves, and by dint of digging and judicious laying of the leaves to provide a form of track we were able to continue. And so to Korogwe for refuelling, hot coffee and fearsome tales of the road to Morogoro which lay ahead.

These were not exaggerated, as we quickly discovered. Once past Handeni the road became a quagmire; deep mud such as defies description made progress almost impossible and lorries, buses and cars littered the road, effectively obstructing the passage, lying at grotesque angles in ditches

for a 1½-hour break before the home stretch. This was the final 315-mile run back to Nairobi, along a very fast and well-known road. The average provided no difficulty here, as, for our class, it was only 48 m.p.h. and there were very few cars that did not have up to half an hour to spare before booking in.

And so the Safari ended and the final scrutiny began. This was exceptionally thorough but caused a number of protests. Many cars had had substantial replacements and repairs en route and two had actually received engine changes. To my mind the results cannot be regarded as truly indicating to the public what the trial set out to prove; that is, the most suitable vehicles for East Africa within certain price ranges. It is suggested for future events that only the spares carried in the car be used and drivers meeting major mechanical disasters be forced to retire gracefully, thus producing a more accurate indication of reliability.

Coronation

and up banks, and making every mile a nightmare. These conditions prevailed for almost a hundred miles and made drivers even more tired. We had the misfortune to have the upper retaining nut on a front spring damper work loose, and finally, on crossing a veritable trench across the road, it stripped the thread and a tremendous clanking was set up as the damper waved about inside the front coil spring and struck the upper wishbone plate whenever we hit a real bump. This put paid to our hopes of making up lost time on the excellent new road to Dar-es-Salaam from Morogoro and we were 75 minutes, or 375 points, late at that control, where we changed the offending damper.

From Dar-es-Salaam we returned to Korogwe and were astonished to find that the sea of mud had dried out during the day and the surface was quite reasonable, so much so that we were 2½ hours ahead of schedule at Tanga. But as we had already lost over 500 points, we decided to assist another Fiat crew by leading them to Mombasa.

another Fiat crew by leading them to Mombasa.

The first 30 miles of the Tanga-Mombasa road defy description and consisted of a series of deep potholes, rocks and water splashes and for many tired cars this was the final straw. Not, however, for our Fiat, which sailed over it without difficulty.

We reached Likoni ferry and crossed over to Mombasa

Criticisms of events and protests are fashionable these days and the organizers of Coronation Safari will be quick to appreciate the lessons learnt from this year's event. There is no doubt that next year's Safari will be bigger and better, as entries increase yearly. It is a three-day adventure over 2,490 miles, in which, once you have competed, you feel compelled to enter every year. Road conditions are such in East Africa that the 27 cars which completed the course all proved their worth in this valuable market. After the final scrutiny we had our Fiat TV washed and greased and it was again on the road and in daily use, requiring no attention whatever and ready for the next competition. We were more than pleased with the car's performance and are now anxiously waiting for next May to try our hands once more at what we feel must be one of the most arduous trials in the world.

Coronation Safari! We would welcome some overseas competition and hope that, as the event may be of international status next year, this will be forthcoming—perhaps from some enterprising manufacturer with faith in his product.

Class awards this year were as follows:—
Class A (up to £800) Volkswagen (Banks and Richardson).
Class E (£600-£750) Ford Zephyr (Preston and Marwaha).
Class C (£730-£1,000) Vaurhal Velox (Vincent and Sauvage).



The winning Zephyr at speed through the night with Vic Preston, well-known East African racing motorist and motor cyclist, at the wheel. Right: Scrutineer's check that the class-winning Volkswagen complied with maker's specification! This was the only car to lose no marks on the road section





ANY visitors and spectators waiting in Regent's Park to watch the A.A. cavalcade on June 18 must have been reaching back in their minds for memories of 1905 motoring, when, in order to fight the 20 m.p.h. speed limit which victimized the "new" machine, the Automobile Association was formed. Others, like the youngster over there winding his limbs round the railings, had obviously come to enjoy this procession—the climax of the A.A.'s Golden Jubilee celebrations—for its own sake.

The clouds had split at lunchtime and left behind hot sunshine, which burnt the faces of the crowd gathered near the royal blue and yellow awning in Chester Road where H.R.H. the Duke of Edinburgh, president of the association, would take the salute. In Queen Mary's Gardens, within the Inner Circle, an advance guard of the pinktipped yellow Peace roses had burst their buds and were stirring in the sharp wind.

At the saluting base the public waited patiently, while the Duke inspected vehicles away in the assembly area. Time passed enjoyably to the accompaniment of a cheerful band, punctuated by the "1-2-3-4 B.B.C. testing (thank you)" outbursts of the microphone. There was plenty to watch, and as chauffeur-driven limousines brought the V.I.P.s to the stands, one could speculate on the nationality of the occupants, for there were oversea visitors here today. Tiring of this, the crowds could admire the summery hats of well-dressed spectators, or listen to the conversation of Commonwealth enthusiasts nearby. An ice-cream van passed slowly to strike a note of the bizarre action of dogs started fighting over in the park. There was a stri as police surveillance intensified, and motor cycles patrolled slowly.

It was 2.45.

The Duke of Edinburgh arrived in an open patrol car, smiling happily, and everybody stood for the National Anthem; its notes today seemed genuine, as they must have done to the veteran Victorians who first handled an autocar. The commentary started, and we sat back to wait for the

The first A.A. patrolman was bicycle-mounted and wore a pleated Norfolk jacket, and at the head of the cavalcade was a re-presentation of this 1905 version. Vintage cars followed it, starting with a 1903 Humberette and, as the pictures flashed by, they left an impression of massive moustaches, tall hats (some of which were doffed to the Duke, who responded with a cheery wave), deerstalkers and large smiles. Sometimes traces of blue smoke followed in their wake. The 1903 Riley had had a fit of temperament in the paddock, but came along later, triumphant on its three wheels, passenger in front of the driver. Veteran



# in the PAR K

turned into vintage, and "Ohs" of admiration greeted the long, riveted bonnet of the Rolls-Royce Silver Ghost, dating from 1907. Primrose yellow, red, black (the camon-like bonnet of the Delaunay Belleville which took part in the Guards to Hastings run on March 19 this year caught the eye); landaulettes, phaetons, shooting brakes; a model T Ford; a 1912 Morris Oxford with the modern B.M.C. rosette—the colour was a true grey, not blue-tinted like its modern counterpart to drive past later in the contemporary section.

Large, veil-secured hats and roses of the early ladies were replaced by close cloches of the 'twenties; a blue 1922 G.N., the green Singer Junior. The procession was punctuated by tableaux depicting the history of the association. One represented the old speed trap, with a fierce-looking policeman hiding behind a bush. It looked as though he carried a large pistol but one couldn't be sure, as it passed so quickly. . . .

Another lorry carried a witness box with be-wigged counsel wagging an argumentative finger beside it, symbolizing the institution of legal aid. A tall policeman looked down at a fair-haired four-year-old and put a staying hand on her shoulder as it passed. "This is the only time I wish our policemen weren't quite so tall," said a plaintive voice beside me.

Then came the modern section, preceded by the oldest car in the procession—a black 1899 Wolseley Voiturette. The sparkling bodies of contemporary cars slid by: electric blues, dark greens, maroon, black; British, American, models from Italy and France; Sheila Van Damm enjoying herself at the wheel of a red Sunbeam; the 1,977 c.c. Frazer-Nash of Becquart and Stoop which ran at Le Mans recently and ended tenth in general classification. Its white number—35—could be seen plainly and just a little dust covered it, but one could imagine the body having been in a dirtier condition at 4 o'clock on June 12. . . .

Representatives of motoring organizations throughout the world came next, polished enamel reflecting the sun on motor cycle outfits, patrol cars and breakdown vans. Switzerland smiled and waved gaily. Service vehicles from the A.A.'s many areas in Great Britain followed, a splendour of yellow and black in the sunshine. A large A.A. mobile office with sleeping quarters built in, making its maiden voyage, brought up the rear.

We had reached the present day now, with membership of the association exceeding 1,600,000. The crowds dispersed quietly to mill round the cars in the assembly area, where it looked as though an Impressionist painter had daubed the green grass with a predominantly gold paint.

S. C.







Left: a 1926 Rover. Top to bottom: a contemporary Nash, the first A.A. patrol, 1899 Wolseley Voiturette







Motorists touring in the Isle of Man will doubtless admire the picturesque pepper-pot corner of this building lying close under the ramparts of the castle at Castletown, but no doubt will be cantent, and would prefer not to see the interior-for it is the local police station

### CORRESPONDENCE

Road Signs

An Admirer of the European System

FOR several years I have been waiting for someone to "start something" about the British system of giving road direc-

I feel sorry for the foreign motorist who cannot speak English and who has to follow the "Keep Left," "No Entry," "One Way Street" and similar signs. From my own experience I know that the British motorist who goes abroad and has not a very good command of the language has no trouble in obeying the picture signs or the direction arrows of the European system.

London, E.9.

EDWARD WOLFE.

### Railways Into Roads

"Greater Safety and Reliability"

MR. BARR'S rather vague statement (May 27) that it takes an hour or so to reach the stations for a train journey from London to Edinburgh is a distortion of the facts. A slow train from a point as far out from London as Aylesbury takes just over an hour to reach London, and it cannot take more than half an hour to reach the extreme suburbs of Edinburgh from either of the central stations. Sleepers and dining cars are indeed a luxury, but both are non-existent by road. Most main line tracks are in an excellent condition for speeds

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECES-SARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

up to 90 m.p.h., and whilst some of British Railways stock may look obsolete, it is still very comfortable to ride in. The majority of main line steam locomotives have more than enough life left in them until electrics or diesels replace them. Contrary to Mr. Barr's statement, most railway tracks are most unsuitable for

Barr's statement, most railway tracks are most unsuitable for conversion to modern roads—there is hardly enough width, and nearly all bridges would have to be rebuilt.

The most important fact Mr. Barr seems to have missed is the very great safety factor of railways and the greater reliability in fog and ice. For the mass movement of people and freight in comfort and safety and with reliability at a comparatively cheap cost railways are and always will be much superior to road.

Smethwick, Staffordshire.

D. WOODHOUSE.

### Cost of Insurance

Substantial in Canada, but . .

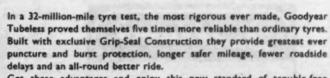
ON page 532, April 15, an article on cost of insurances states that an Austin A.40 valued at £725 would cost £117 to insure in Montreal. When you pick on Montreal you probably pick on by far the most expensive city in the country for insurance purposes. Generally speaking, the insurance rates in Quebec are roughly 50 per cent higher than they are for Ontario, but I still think that £117 sounds pretty high, even for Montreal, for a car valued at £725. I am quite sure that in Montreal you

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. . your engine's best shield

Write for descriptive literature

ALEXANDER DUCKHAM & COMPANY LIMITED, HAMMERSHITH, LONDON, W.6,

can buy an Austin A40 for considerably less than £725 and I am also sure that you can buy the same car in New York for

considerably less than you can in Montreal.

In the case of my own car, I have just received the new policy good for a year, and the total cost is \$131, or somewhere around £45. It is true that the amount deductible in connecaround 245. It is true that the amount destriction in the clio mentioned in your article, but even at that it is the most expensioned in your article, but even at that it is the most expensioned in your article, but even at that it is the most expension. mentioned in your article, but even at that it is the most expensive item in my policy, coming to \$67, or slightly over 50 per cent of the total premium. Comprehensive, fire and transportation and theft come to \$19, medical expenses \$4, passenger hazard \$1, and legal liability both as to persons and as to property \$40.60, with a limit of \$150,000. I could increase the \$150,000 to any given figure at comparatively little cost.

For collision purposes the car has been valued at a good deal in excess of the £725 mentioned in your article, so that I feel that it would perhaps be my duty as a Canadian to let your insurance readers know that while our insurance rates are substantial, being perhaps somewhere between three and four times the rates in the United Kingdom, they generally do not reach the appalling figures mentioned for Montreal and New York

the appalling figures mentioned for Montreal and the City.

The high rates in the Province of Quebec can hardly be attributable to the larger number of cars in that province because the number of registrations for the Province of Quebec run roughly about 40 per cent of those prevailing in Ontario. While the roads in Ontario are far from ideal, they are infinitely superior to those in Quebec, and there is no doubt that the rates are as high as they are because of the fact that Quebec roads have poor unfinished surfaces, are narrow, twisty and veritable death traps. Even the few surfaced roads are surfaced very lightly, so that after any of our extreme winters this thin very lightly, so that after any of our extreme winters this thin surface suffers more than need be,

Ottawa, Canada.

ARTHUR S. HARDY.

### Garage Service

He Puts Them On the List

THE Scribe (June 3) referred to truculent, non-co-operative garage staff. If I require some small service such as a wiped windscreen, or a piece of rag to clear the dipstick, or a short length of wire to clean my oil jets, I ask for these before filling up. If they are not forthcoming with a reasonable amount of bonhomie, I have words with all concerned and drive on to the next garage. In this way I have compiled a useful short list of good places, and an equally useful, but long, black list, without having suffered the frustration of contributing to the profits of

St. Albans, Hertfordshire.

J. C. TYSOE.

And Here a Bouquet

WHEN one hears numerous complaints about the standard of VV service provided by wayside garages confidence is restored when one experiences really good service. At a well-equipped modern garage in Broadford, Skye (Sutherland's Garage), no effort was spared to meet my requirements—a mechanic worked voluntarily until near midnight to enable me to have my car in use with the minimum loss of time. I considered the completed repair a credit to those concerned, and the debit to my pocket was substantially less than I had expected. To this particular garage a bouquet most cordially! Glasgow.

### Multigrade Oils

Petrol, Oil Consumption Improved

MY experience of the new "flat curve" S.A.E. 10/30 oils is, thankfully, at variance with that of previous contributors. At 1,000 miles on a new o.h.v. Morris Minor, I changed from At 1,000 miles on a new o.h.v. Morris Minor, I changed from a popular 30W oil to the type under discussion, and during the next 500 miles or so, noted an improvement in fuel consumption from 39 to 43.5 m.p.g. To what extent this improvement was due to the use of this new oil, is difficult to judge, as by this time the engine was beginning to loosen up and frictional losses were becoming lower. However, there was a noticeable drop in the time taken for the engine, when started from cold, to reach a temperature at which it would pull evenly without the use of the choke. Now, after 6,000 miles, the car has recorded 47.8 m.p.g. overall during the last 2,000 miles.

Between 1,000-mile oil changes, there is no measurable

Between 1,000-mile oil changes, there is no measurable quantity of oil consumed—this rather makes me wonder how well the cylinder bores are being lubricated. However, it does indicate

the cylinder bores are being indicated. However, it caes indicate that the valve stem oil seals remain unaffected by this new oil.

Mr. S. W. Palmer's [66464] experience with a similar car was certainly unfortunate, but I cannot help wondering if the valve stem oil seals used, after stripping the engine, were made of a different material from those fitted as standard. I had a similar

### CORRESPONDENCE

experience on another o.h.v. Morris Minor, to which had been fitted spurious valve stem oil seals; using a well-known S.A.E. 30 detergent oil, all the seals swelled and eventually broke up com-pletely, with resultant blue smoke, and high consumption. I then fitted the seals supplied by the manufacturers and continued to use the same detergent oil, with no repetition of the trouble East Molesey, Surrey.

M. ROBERTS.

New Car-2,000 Miles per Gallon

ON my A.30 saloon I find that oil consumption is approximately one gallon per 2,000 miles. This car came out of its six months' warranty on June 1, 1955, and has completed 7,000 miles, all but the first 1,500 miles using the new 10 W/30 oil. I used utmost care during the running-in periods, and did not really open up the engine until 3,500 miles were recorded.

The makers were notified about the seemingly excessive oil consumption, and that No. 2 plug showed signs of sooting up compared with the others. After a check by the retailers of the car for leaks and the like (none was found) the makers' comments were to the effect that an oil consumption of between 1,500 miles and 2,500 miles per gallon was quite in order.

Thornton Heath. Surrey.

R. G. Brown.

### Sloping Windscreens

A Wartime Example ?

THE modern design of car bodies is tending to produce a wind-screen sloping backwards at an ever-increasing angle. The effect of this is to seat the driver in a position where the top light is considerable and causes a severe strain on the eyes. That this is so is confirmed by the increasing number of cars to which are fitted exterior sunshields to eliminate this trouble.

I believe one of our most notable generals in the war (now Field Marshal Lord Montgomery) had the windscreen of his car sloping in towards the bottom, thus effectively cutting off glare from above and avoiding the flashing of reflected light towards the enemy.

Banstead, Surrey.

H. C. KENWORTHY.

### Warning Lights

Why Not Ask the Experts?

NOCTURNAL [66415] apparently will put up with anything in the way of motoring discomfort and will not drop into his local garage and have a chat with the fitter or electrician. Side and tail light warning lights are not essential accessories, though more useful than, say, a warning light for choke, or head lamp main beam.

Side lamp warning lights are standard fitting to the Armstrong Siddeley Typhoon, and can be fitted into the tail-lamp circuit without a great deal of trouble and expense.

Motorists who have anything on their minds about auto-mobile electricity equipment should visit their garages and have a word with the electrician. The majority of them are really keen on their work, and ironing out these snags would bring

motorists and electricians closer together.

We electricians want to help, not hinder, and if you don't let us know about your snags you are driving with the worry of "Is it going to be a big bill?" all the while.

Northallerton, Yorkshire.

K. CALVERT.

### Black Sheep of the Family

"Disregard of Common Courtesies"

MR. STOCK is worried about the roadcraft of other users and is thus a member of a select minority. A high proportion of them, not only are not worried by the shortcomings of others but choose to suppress any awareness of their own deficiencies. Ignorance is, to some degree, tolerable in other travellers, stupidity rather less so; there can be no consideration for the one, who, although handling his vehicle ably enough, shows deliberate disregard for the common courtesies of the road.

There is the man who knows that he can get by but who, in

There is the man who knows that he can get by but who, in the last resort, finds it necessary to make use of the small space which one has carefully preserved in the interests of personal safety between oneself and the vehicle in front; and there is the driver who pulls out to overtake a stationary vehicle in the face

of oncoming traffic

Two things will eradicate these faults—a sufficiently high mortality rate among themselves to frighten them off, or a large

### CORRESPONDENCE

scale addition to the ranks of mobile police officers. To those who decry any suggestion of increased control or supervision by the police, I can only say that I would prefer to deal with a militant policeman than a militant civilian motorist. The police-

militant policeman than a militant civilian motorist. The policeman will rarely, if ever, endanger my life.

Neither example nor an attempt at education will provide a solution, as the problem arises from the psychological characteristics of the persons concerned. Ultimately, road users will reap the benefit of the excellent work which is being done by educational and other authorities under the heading of road safety, since this is being applied to younger and more receptive minds, but meanwhile, I see nothing for it but compulsion, a situation for which the motorist at large can blame only the black sheep of his own family.

Harlow, Essex.

CARL O POUND

### Psychology and Safety

"No Satisfaction to Me '

DO not believe that the average small car owner obtains any psychological satisfaction in overtaking a higher powered car as the owner of SRO 548 suggests. Most road users, I should say, have a fair idea of the relative capabilities both in level speed and acceleration of the various models on our roads, after making

due allowance for age and similar considerations.

Cars which travel at speeds below that of the majority of the traffic at the time, are usually to be found at the head of a queue of others which are waiting the first favourable opportunity to overtake. This situation is potentially dangerous, the more so if the leading car happens to be large and therefore more difficult to pass, both by reason of its size and also of the fact that the difference in speed between overtaker and overtaken is not so

My own Morris Minor (s.v.) will travel quite happily at 50-60 m.p.h. its engine revving high, but not screaming for mercy, and I hope that when conditions are favourable for such speeds in safety, the higher powered cars will not be travelling at less, so that the necessity for me to overtake a "Jag" in motion will

not arise New Barnet, Hertfordshire.

I. H. G.

"Keep to the Near Side"

MAY I suggest that SRO 548 keeps a little closer to the near-side of the road. He will then give room to the Sapphires, Bentleys—and perhaps even an occasional Rolls-Royce— him, where now only the little 'uns can squeeze through. Newbury, Berkshire.

In Two Hours-84 Miles

ON the opposite side to your correspondent SRO 548 (May 13 issue) I normally drive a Vauxhall 12, and after some twenty five years on the road, never attempt to overtake the big boys unless they are out for a Sunday afternoon stroll. Under normal

uniess they are out for a Sunday atternoon stroll. Under normal conditions I do catch up with one of these cars, as was the case quite recently with a Bentley travelling towards Cheltenham.

The driver took up a steady 50 m.p.h. where conditions permitted and I kept a reasonable distance behind. This extremely pleasant ride netted me of miles in two hours 6 a.m. to 8 a.m. It could be that small cars which are pushed to such limits of speed are not owned by the drivers and therefore the possible damage done by "beating a Jag" is not a matter of immediate concern.

concern. Watford, Hertfordshire.

S. F. PAGE.

From One of the Small Fry

REGARDING overtaking Mk. VII Jaguars, I am one of the "Small Fry" referred to. I drive on in my 1938 Austin 10 as and when I feel like it and pass anything that is going slower than I am. I get 33 m.p.g. all the year round—surely it is SRO 548 who is psychologically upset because he gets around 13 m.p.g.

London, E.11.

J. A. S.

Superior Anticipation

SRO 548 is often overtaken by smaller fry because it is in just such places that he gets in their way! It is not a question of taking chances, but of superior anticipation coupled with a handier size of car. Rossendale, Lancashire.

### Twin Carburetters

A Request for Advice

WOULD it be possible to contact anyone who may have fitted twin carburettors to a Mark II Sunbeam Talbot?
Rugby, Warwickshire.

W. T. H. GOLDING. [Letters will be forwarded.-ED.]

### The Magnette

Comparison With a 1937 Lancia

I WAS particularly interested in the performance figures of the Magnette and the 1935 Riley 14-litre Kestrel; I have owned for some years a 1937 Lancia Aprilia saloon with a 1,350 c.c. engine. This car is still capable of over 80 m.p.h. and the acceleration figure from 0-50 through the gears is 12.6sec, with a petrol consumption of 32 m.p.g. As far as cornering is concerned I feel the Lancia can hold its own with any 14-litre

Manchester.

F. HANSON

### **Hand Signals**

He Prefers Waving Palms

PREFER a few waving palms from the labelled learners, rather than the dangerous tactics displayed by many offenders whom no label has yet been invented. Hastings, Sussex. GUY DIMMOCK

A Right, and a Left

WHY do so many motorists wink their right indicator, then their left, when going straight across a roundabout? What of the overtaking motorist, who, seeing the right winker, prepares to overtake on the left, only to be trapped on the other side of the roundabout? London, N.12. H. ADAMS.

Call for Standardization

WITH reference to your correspondent's letter [66333], nobody could agree more with what Mr. S. Laurie writes than I do. Surely the right rule for the "Powers that Be" to make is to have a standard position for trafficators and also the standard type of trafficators. The public in general have been used to the lighted arm coming up, so why not stick to that position? One does not want to have to make a sort of mental calculation as to what this or that may mean.

Hove, Sussex. CAPT. E. EDWARDS.

### Price Tag

Suggestion for Silverstone

MAY I suggest that in the production car race at Silverstone next year it be made compulsory to record the price (including purchase tax) in large letters on the back of each car entered?

I found it most enlightening to see cars costing about £1,600 going round in almost complete silence and lapping cars costing about £1,500 more

East Grinstead, Sussex.

### Tribute to a Javelin

Swift and Exhilarating

I HAVE always regretted the day when Jowetts ceased production of the Javelin. As a motorist for over 30 years, I have owned many types of popular cars, including Lea-Francis, Rileys, Austins and a Rover, and driven nearly all types of cars, which include Rolls-Royce, Bentley and the like.

My 1952 Javelin has rendered me and my family wonderful service and has clocked nearly 30,000 miles with the minimum of trouble. Previously I owned a 1950 model, on which I did over 28,000 miles with very little trouble. Some of the outstanding features of the Javelin are:

It will take 5 passengers and driver; it has a large capacity.

It will take 5 passengers and driver; it has a large capacity boot and it is not necessary to load luggage on top of the spare wheel or tool-kit; the front seat adjustment is by a small handle and can be made with ease even whilst travelling; there is no propeller shaft tunnel, which always impedes the left leg and causes cramp on long runs; the torsion bar suspension is excellent; the flat-four engine is very smooth indeed.

My motoring has been swift and exhilarating, and I consider

the Javelin one of the best and most interesting cars designed since the war.

Worplesdon, Surrey.

C. M. TURNER.

"Spirited performance for me . . . "



# Everyone's pleased with the MB Magnette

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Jafely fast-

SERVICE IN EUROPE M.G. owners planning a continental tour are invited to see their M.G. dealer for details of a free service to save foreign currency.

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you want It!

All over the country wise motorists and commercial users know you get more Power for your money

The Standard Price Petrol with the Anti-Knock Content



Looking south-west towards metropolitan Buffalo, when the lower level of the New York throughway was nearing, completion. It is now possible to travel from Buffalo to Utica dong the new highway; it is believed to be the only three-level span in New York



# DETROIT NOTEBOOK

HAT do you think of the current trend to larger piston displacements in Detroit? To overseas motorists, used to engines in family cars packing maybe less than one litre, the thought of 300 cu in (5 litres) and more in the hands of any old Joe might be somewhat shattering. It does have its temptations, for sure.

Detroit is finding that litres are the only thing you can really depend on to give that punch which the buyer demands over the full speed range out on the road and in city traffic. High peak horse-power ratings achieved by wild valve timings and large-capacity carburation systems can be very misleading. For instance, compare the 1955 Mercury Montelair and Oldsmobile Super 88. Horse-power ratings of the two cars are very close, at 198 and 202 respectively. Top speeds are comparable, but the Oldsmobile has 324 cu in to 292 for the Mercury; maximum torque of the Oldsmobile is rated 332 lb/ft at 2,400 r.p.m., compared with 286 at 2,500. The 88 will run circles around the Mercury from a standing start right up to 80 or 90 m.p.h.

With brute road performance becoming an increasingly important sales point, cubic inches are getting more and more attention around the Motor City. And we've only scratched the surface—practically every model will go up in displacement next year. The low-priced cars like Ford and Chevrolet will be crowding 300 cu in, and the luxury jobs . . . well, I hear the Lincoln engine to be used in the new Continental next fall will go over 380! Medium-priced cars will be in the 320-350 cu in range. And I personally don't foresee the trend stopping much this £:de of 450!

Of course, there's a limit to how far we can go with current cylinder blocks. The popular trick in Britain with sixcylinder engines of shifting the bore centres and offsetting the connecting rod shanks on the big-ends is not readily adaptable to the five-mainbearing V-eight layout. Extra wide bore spacing in the original design is the answer. Packard have done this with their new V-eight, and will have no trouble staying with the industry on capacity for years. The others, pending entirely new engine designs (which may be a lot closer than you think!). may eventually have to lengthen strokes. Detroit has shied away from this up to now, probably because of added friction and wear. Petrol mileage is also a consideration . . . and it must be admitted that many of our cars are showing very little improvement in basic efficiency as the years go by These things couldn't be done in any country except where gasoline is relatively cheap.

ND how are all these litres affecting driving habits over here? Detroit tells us that the extra power and torque are important safety factors on the highway. With superior acceleration you don't have to expose yourself so long in that opposite lane when overtaking on a two-lane highway. This is true enough, but axle-snapping torque is proving to be no cure-all. I travel quite a lot over our highways, and you see just as many cars barely squeezing back into their line of traffic after overtaking-and just as many cars driven off the road-as you ever did. It seems that a certain percentage of motorists will drive 'way "over their heads" no matter what car you put them in. The same guys are doing it today in their Oldsmobile 88s as they did back in 1940 in their 90 b.h.p. Fords.

And there's a more subtle angle to the problem: Refinements in our suspension, braking and steering systems have not begun to keep pace with the march of performance. These new 300 cu in short-stroke cars with gear ratios in the neighbourhood of 3.3 to 1 glide along so easily at 80 m.p.h. that it's almost a struggle to hold them below that speed on the open road. Few drivers even try to hold it down. The same driver who was content with an easy 55 m.p.h. in his '47 Dodge is doing at least 65 or 70 m.p.h. today—and maybe as much as 90. And yet I'm not at all sure that this combination of car and driver is really up to such speeds not enough has been done with that

Today's cars are undoubtedly safer than those of even, say, five years ago; the steady decrease in the accident rate per passenger-mile proves something. But it's doubtful how long this trend can continue if engine output keeps outpacing chassis refinement. Detroit's headache is how to improve the safety factor while still giving the customer the ever-increasing performance he demands—all within that super-rigid cost framework we always have with us.

S PEAKING of performance, the new Chrysler 300 coupé is quite an automobile. With the stiffer springs and dampers the cornering and general stability at speed are well ahead of any conventional Detroit stuff-though at the cost of a considerably harsher ride. One vital factor in the 300's performance and roadability, not generally appreciated by the casual observer, are the special Goodyear high-speed tyres fitted as standard equipment. These are constructed along the lines of your Dunlop Road Speed jobs, and have much greater lateral stability than a conventional passenger car tyre (mostly as a result of a greater angle of cord weave). Also, at a given inflation pressure and rolling speed these tyres have about half the usual rolling resistance-which is good for at least 8 m.p.h. in top speed!

Probably the greatest weakness of the 300 is the Powerflite transmission. This two-speed torque converter is lacking on torque multiplication and efficiency up to at least 40 m.p.h., and this costs a lot of acceleration. One owner has ordered a special 4.59 to 1 axle gear-set for "dragging" over the quarter-mile distance, and they say he can peel rubber for 80 feet from a standing start! But with normal ratios the 0-30 m.p.h. time is 4sec or more, and you can barely cut the standing quarter in 17.5. I'd bet on a time under 17 with a transmission like the Buick Dynaflow! Four optional axle ratios are available, running from 3.36 to 4.10 to 1.

Top speed with the 3.36 to 1 axle, assuming good tune, appears to be an honest 125 m.p.h., and possibly 130 under the right conditions. The factory claims 135. The two-way average of 127.58 m.p.h. in competition at Daytona Beach last February is some indication. My bet is that Chrysler will enter a team of 300s in the next Mexican Road Race. That's the rumour. What with the modified suspension and brute horse-power, it should be able to end the Lincoln reign. We'll see.

reign. We'll see.

MERICAN MOTORS (the Nash-Hudson merger) have recently put in hand a \$60 million expansion programme. First order of business will likely be a new V-eight engine of their own (they now buy V-eights from Packard). They say some of the tooling has already been ordered. Let's hope the drawing board boys don't forget those wonderful cubic inches!

T'S beginning to look as if we may not see that raft of new body shells on the 1956 Detroit models. Earlier in the year the rumble was that Cadillac, Oldsmobile, and Buick would be on new dies. I saw a 1956 test car on the street the other day and, though heavily "face-lifted," the basic body was the one introduced in 1954 with the wrap-around window. They say now that the only entirely new bodies will be the Lincoln and Rambler—plus the new Continental and an Eldorado Brougham from Cadillac (to meet the challenge of the Continental). I can say pretty definitely, though, that the four-door hard-top body style will sweep the industry in 1956. Introduced early this year by Buick and Oldsmobile, the whole deal has been a huge success, with no serious, unexpected bugs. Look for the other makes to get going on their next models.

VER since the big swing to the V-eight engine in our industry we've been hearing about how beautifully compact the layout is. Actually, the ever-lower bonnet lines pushed by the stylists are forcing the engineers to make the unit more compact than the original designers ever dreamed. Lowering the bonnet line without appreciably reducing road clearance under the sump and flywheel housing has required rather drastic reductions

in overall height.

First the engineers lowered the air filter on top of the engine. Then carburettor designers came up with ultralow instruments that further reduced overall height by upwards of 2in. The current trend is to put the air filter to one side and duct the clean air to the top of the carburettor. (Some use horizontal entrance to the carburettor.) They are also working on lower intake manifold designs. And, back in the laboratories and drawing offices, the slide-rule boys are starting to take a long look at the bottom of the engine . . . figuring how they can reduce the depth of the sump. Look for the traditional 5- and 6-quart capacity on medium- and large-size engines to go out of the window soon. One engineer was moaning to me about the problem recently-and I thought I detected the hint of experiments with dry sump lubrication systems! With present sump temperatures running up over 250 deg F at high road speeds in warm weather, it is not impossible. . . .

THERE'S been quite a lot of talk around Detroit recently about safety belts. The popularity of these belts among automotive speciality suppliers—plus some recent public blasts against Detroit's safety policies in car design—has more or less brought the issue to a head. Now Chrysler has announced complete seat belt installations as optional equipment on current models, to be installed by the dealers. They are said to meet functional speci-

fications quoted by the Civil Aeronautics Administration for commercial airliners.

This was a far bigger step for Chrysler than appears on the surface. One of Detroit's chief objections against seat belts is the fear that any mention of them will suggest to the buying public that the car is not properly engineered for crash safety. Whether they really are or not is beside the point; the fact remains that any hint along this line could conceivably trigger an adverse public reaction. John Q. is awfully hard to predict.

And then, of course, there is still not much agreement on exactly how effective seat belts are and what type is best. Some authorities say a seat belt is ineffective in giving protection at any crash speed above 50 or 60 m.p.h. Others point out the possibility of serious internal injuries under high g decelerations with the belt across the body. Still others say only a full shoulder harness gives protection enough to warrant the installation. Meanwhile, Detroit is not convinced that John Q. would always bother to hook up the belt if he had it. Nash offered an optional seat belt installation several years ago, and it was not successful.

Obviously an all-out research programme would be required to answer these questions adequately; it would cost millions of dollars, and financing would almost certainly have to come from the Government or through a co-operative effort of the entire indus-

try.

THE Ford Thunderbird is turning out to be unexpectedly quick getting around a closed road circuit. When the car was introduced last winter many enthusiasts granted it pretty hot performance in a straight line, but scoffed at the idea that it could ever corner with the overseas products. Now that the competition season is well under way the car is surprising a lot

of us. As far as I can see, given equal driving skill, a standard T'bird in good tune and with 40 lb per sq in tyre inflation will lap with a good XK Jaguar on a moderately fast circuit. This is assuming not over 190 b.h.p. in the Jag; the 210 b.h.p. M.C. engine in the XK140 would have a decided edge. The Jag has probably at least 5 m.p.h on the Thunderbird in top speed, so should move ahead on very fast circuits. Strangely enough, the Ford seems to do equally well with either the three-speed synchromesh transmission or the Fordomatic torque converter! Most serious weakness of the car is the brakes-it has considerably less lining area per ton than the Jaguar and, though the brakes have plenty of power and stability when cool, the hot fade characteristics seem to be little better than on our conventional passenger cars. Thunderbird drivers are very embarrassed in anything but a short sprint race.

ROGER HUNTINGTON.



THE STANDARD TEN Price: £409 (P.T. £171.10.10)
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The two carburettors form a neat installation with the modified manifolds. The inlet ports are connected by cast balance pipes which are coupled by a short junction piece of flexible hose

#### PERFORMANCE BY MODIFIED SMALL STANDARD GOOD

MPROVING the power output of a production engine is one way in which an enthusiastic owner can obtain performance without incurring a capital outlay that in many cases would be prohibitive. Traffic and road conditions in Great Britain today place a premium on acceleration rather than allout maximum, and a good example of how to obtain the little extra that will lift you to the head of the queue is the two-carburettor conversion produced by the Alexander Engineering Co., Ltd., of Haddenham, Buckinghamshire.

In conjunction with G.B. (Sports Cars), Ltd., The Wheatsheaf Garage, Great Medlington, Cheshire, the Alexander twocarburettor conversion can be carried out carburettor conversion can be carried out on a Standard Ten for £35. This sum includes all fitting and road testing, and the result is very satisfactory. In addition to the fitting of twin carburettors, the compression ratio is raised from 7 to 1 to 8 to 1, the porting reshaped, and a modified exhaust manifold and

and a modified exhaust manifold and silencer are supplied.

The car which was supplied for test by the Alexander Engineering Co., Ltd. proved to be very lively, the benefits of the conversion showing in the performance range which is most normally used on the road. For purposes of com-parison the figures obtained with the modified engine are set against those of

the normal production car.

Production car Modified car			Third 52 64		Top 74 77	
Production car Modified car Production car Modified car Production car Modified car Modified car	Acceler 10-30 z 20-40 30-50 40-60			Fop and 14.6 13.1 14.8 13.2 16.7 15.4 23.8 19.8	7hird 9.1 8.9 9.8 9.5 13.0 11.3	
Production car Modified car	0 to	50 m.; 19.2 17.6	p.h.	0 to 60 s 33. 28.		

The raised compression ratio naturally calls for the use of first grade petrol and unless the driver makes full use at all times of the extra performance, the Alexander-Standard Ten is most economical, a figure of 38.3 m.p.g. being obtained for 203 miles with three persons on board. The best consumption figure, calculated over a distance of 57 miles, was 42.4

m.p.g.

Over a well-known route the need for

### Westminster

NOTABLE omission in the Road Traffic Bill, reintroduced in the House of Commons on June 15 concerns vehicle testing, a controversial clause in the original Bill having been dropped. This aspect of the revived measure is discussed on page 871. Other proposals in the Bill remain un-

modified except in detail. One minor alteration is in the provisional licence section, and the clause in its new form is more precise. It states that such licences may be refused to anyone who has held one "within the preceding 12 months and two or more such licences within the preceding three years, unless he has applied for a driving test to be taken during the currency of his last provisional licence, or can show reasonable cause for not having done so." This regulation could penalize few serious learners, and it is reasonable to limit L cars on the road—a hazard which experienced motorists accept with 'goodhumoured tolerance—to those genuinely intend to take the test.

The 30 m.p.h. speed limit section has come in for attention, too, and the clause has been divided into two, pride of place being given to part one, which makes the speed limit permanent. The second part becomes Clause 24 and seeks exemption from the speed limit of trunk or classified roads on which street lighting is installed. Under existing regulations street lamps gear changing on gradients was lessened, the extra power available enabling the driver to carry on in top gear when, with the production car, it had been necessary to use third gear. There was immediate response to snap throttle openings and no pinking was evident when accelerating in top gear. The road holding and brakes of the Standard Ten were well able to cope with the increased performance.

### Commentary

automatically impose a speed limit, and although this can be removed by special dispensation from the Minister, it has the bad effect of making road safety not the sole criterion as to whether or not a trunk route is lit. Street lamps could often cut down the accident rate and speed up traffic.

Flashing lights once more formed part of the parliamentary motoring topics. The value of those on zebra crossings, Mr. Boyd-Carpenter maintained, far out-weighed the inconvenience caused; he is waiting for a report on flashing indicators from the Road Research Laboratory, and one on other flashing lights near the highway from the Road Safety Committee.
In the House of Commons, Mr. Boyd-

Carpenter conceded that there was something to be said for a rule giving precedence to traffic approaching from the right at roundabouts, but it was doubtful if it would improve safety or traffic flow. This rule had been in operation for some time in Western Germany, but the authorities now doubted its efficacy. It seems to the road user that it is

necessary only to educate drivers in the true function of the roundabout-to absorb slowly moving traffic and redistribute it without bringing vehicles to a halt. So many motorists stop dead as at traffic -often, it is true, because the other man is too selfish to give way.

STUDENT OF POLITICS.

When the sun shone. Some of the 956 caravans of Spetchley Park for the Caravan Club's National Rally

Out of a total average annual rainfall of 17½in, no less than 1½in poured down on Worcester during the nights of Thursday and Friday preceding Whitsun. As would be expected, the arrival of several hundred cars and caravans quickly turned parts of the lovely Spetchley Park, Worcestershire, home of the Berkeley family, into a quagmire. It was perhaps the greatest test the Caravan Club has ever had of flexibility

of organization, and the response was immediate. Six tractors were put on coninnuous duty, hauling bogged outfits to and from their sites. Cinders were laid to provide passing places on the single-track road, and even a supply of gum-boots was made available to those wishing to purchase them.

Despite all this, the meet suffered badly. The official opening by Captain R. G. W. Berkeley was cancelled, as also was the Harris Cup competition, in which participants show their skill—or otherwise—in driving their outfits to and fro through restricted passages.

The remainder of the programme was adhered to, including, appropriately enough, two showings of the film The



# National Caravan Rally

#### HEAVY RAIN COMPLICATES THE CARAVAN CLUB'S ANNUAL EVENT

Long, Long Trailer, the actors of which are seen suffering troubles similar to those which had been experienced by the audience. Fortunately, by the end of the rally, a hot sun had almost dried the ground, and many were able to get away without calling for assistance from the tractor park.

### Alterations and Additions

At each year's National Caravan Rally, a number of competitions are held, dealing mostly with the caravan and its furnishing. None of the competitions for 1955 was concerned specifically with anything affecting roadworthiness, but it was gratifying to see the number of private owners who had fitted independent brakes to their who had fitted independent brakes to their caravans, and jockey wheels to take the extra towing loads. Most of the braking devices were of the vacuum variety, but Mr. R. J. Pinder had fitted 14in by 2in Warner electro-magnetic brakes to his Car Cruiser Mayfair 55. Paying the price of the pioneer, he destroyed one set of springs and axle by too fierce application before getting the adjustment correct. These brakes are operated by a hand-controlled rheostat placed on the driver's left-hand side. The provision of independent brakes for carateries at studend fixing mountains as a transfer of the provision of rans as standard fittings would be excellent, improving roadworthiness a great deal. While a vacuum or electro-magnetic variety may be necessary for heavy vans, a light Bowden-wire device would probably operate satisfactorily on the smaller

There were 35 entries in the competition for the best amateur-built van.

Entrants were judged in two classesowners, not members or employees of the caravan industry or trade; and B, owners qualified under Class A and not connected with engineering, body building furniture with engineering, body building, furniture making or any other trade giving them a special advantage. These classes were further subdivided for vans under 11ft long, and from 11ft to 17ft. The judges were Major J. V. Phipps (Pilgrim), D. A. Pearman (Safari) and C. H. Gardner (Cheltenham).

The standard of workmanship in each case was very high, and considerable ingenuity had been shown in design; generally speaking, these amateur-built vans were heavier than comparable professionally made products. R. Riley, who took first prize in Class A (under 11ft), had produced a 9ft 9in x 6ft 8in threeberther, which, despite its small dimen-sions, included interior toilet and water storage—an ordinary car pump providing ir pressure to lift the water to the tap. Weighing 15 cwt ready for the road, this van had taken 1,100 hours, spread over two years, to build, and £200 was spent on

The second winner in Class A (over 11ft) was H. B. Humphries, who showed an excellent 14ft 6in four-berth van which he had built in nine months. The interior was panelled in french-polished oak and, without gas bottle, the van weighed 17 cwt. Interesting features included a corrugated aluminium floor, Bramber rubber suspension, and provision for carrying an 11ft car-top dinghy in the interior

In Class B (under 11ft) the winner,

L. J. Bennett, utilizing the maximum length allowed, had produced a neat and excellently finished four-berther weighing 15 cwt 14 lb. It was completed in six months. Not slavishly following modern fashion, Mr. Bennett had in-stalled a centre kitchen with panelled splash-back-a very efficient piece of construction. He, too, had spent £200 on materials.

F. Sugden, the second Class B winner (over 11ft), was showing the fourth van he has constructed. It was a 16ft four-berth model of aluminium and insulation board construction, weighing 23 cwt. Having a generous amount of spare time, Mr. Sugden completed this van in four months; it cost him £325 in materials.

### Awards

Other prizewinners were: Gas lighting systems, 1, R. M. Hall. 2, S. W. P. Heaton. Two-tier bunks, 1, D. L. Taylor. 2, G. Toon. Owners' improvements (major improvements), 1, L. D. Thornton. 2, T. S. Harding. (Inside fittings), 1, S. Dowling. 2, W. L. Hewitt. (Outside fittings), 1, H. P. Bloxham. 2, C. C. Stevens. For electrical fittings improvements, no award was median. ments, no award was made.

At the club's annual general meeting, held in the Public Hall in Worcester, it was learned that membership stood at 17,461, compared with 14,185 a year ago. It was also announced that in the near future the club was planning to launch two new services to members-free legal aid and a rescue service. The latter will, of course, apply only to caravans and not

to towing vehicles.

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### TR2 WINS

-71.02 m.p.g.

### SPORTING COURSE FOR MOBILGAS 576 MILES ECONOMY RUN

Smiling in the rain; the winners, R. B. Bensted-Smith and D. L. Pratt. with their Triumph TR2



TRIUMPH TR2—without over-drive—averaging 71.02 m.p.g. over 576 miles of hard going last week-end, won the Mobilgas Economy Run, extremely well organized by the Hants and Berks Motor Club and sponsored by the Vacuum Oil Co., Ltd.

The merit of the performance by the TR2 drivers, R. B. Bensted-Smith and D. L. Pratt, of London, was heightened by the fact that the regulations ruled out modifications such as have helped to secure freak figures in some past events. Entries were confined, except for one all-comers' class, to standard production models, and inadequate performance in a timed acceleration test or late arrival at a control involved penalties which reduced the m.p.g. figure upon which awards were based,

The route, too, was cunningly selected to provide that, with a required average speed of 30 m.p.h., the competitors sampled all kinds of road conditions, with little opportunity for coasting and similar unorthodox stratagems.

From the start at Reading, the cars headed north over the Chilterns through Thame and Buckingham in bright sun-shine to Silverstone, where they took a timed acceleration test which ensured that those whose cars were not up to normal road tune were penalized. Then, in the early evening, they pressed on through Lutterworth and Coventry to refuel near Birmingham. After supper there, the night route led into Shropshire to Stour-bridge, Bridgnorth, and the long climb to 1,630ft over Long Mynd.

Here it was that C. D. F. Buckler, in his Buckler 90, met his Waterloo, for he was last reported stationary at the roadside with steam gushing from his radiator. He was not the only casualty, however, for of the 45 who set out, nine retired or were disqualified for missing a control or a secret check. A fancied competitor, H. Birkett, driving a Fiat 1100, was unlucky enough to blow a gasket near Stroud.

The route led south through Hereford and Gloucester and down to the Cheddar Gorge at dawn, followed by refuelling of cars and drivers at Weston-super-Mare. Then they headed over the Quantock Hills to Crowcombe and up Porlock to the 1,470ft height of Exmoor

Here competitors had their most gruel-ling time, for sheeting rain and heavy mountain mist cut visibility to a few yards—and then many of them met huge Army vehicles engaged in manœuvres. There were phenomenal avoidances, and one competitor described how the fear of headon collision gave place to danger of being crushed as a huge Army vehicle took to the bank at the roadside and poised at a threatening angle over the cowering car below. It was hereabouts that drivers of with vacuum-operated windscreen wipers learned one of the disadvantages of

coasting down hill in rain—no wipers!

The way then dropped down to the south coast at Poole and Bournemouth, though the rain stayed with the com-petitors for the rest of the day. After coffee at Bournemouth, they drove back through the New Forest to the finish at Reading.

It was a tribute to the excellence of the route planning and charting that some competitors completed the whole run without needing to refer to maps, though others had most impressive layouts, with the navigators enclosed by map boards, complete with pencils in various colours, main and reserve map lights, master clocks, calculators and the like.

For one party, at least, it was a real family outing. H. E. Hill, of Basingstoke, took his Jaguar saloon with his wife as co-driver and 14-year-old twin daughters as passengers, in the best of spirits after their night out.

The winning TR2 won the trophy by returning an m.p.g. figure 58 per cent better than the average of its class-mates; other winners were a Renault 750 with 76.39 m.p.g. (32 per cent above average), a Simca Aronde with 57.03 (41 per cent above average) and an Austin-Healey with

49.36 (43 per cent above average).

The recipe for high m.p.g.? Take one engine, tuned to full efficiency, ensure accurate alignment of wheels, inflate tyres hard, change up as soon as possible, keep

up the engine temperature-and be very light-footed on the accelerator.

### PROVISIONAL RESULTS

Johns, Reading, and Mrs. 2016. Solids, Reading, and Mrs. 2016. Hudson Ranbler (J. M. Gatal-gazere' treety.—Hudson Ranbler (J. M. Readings), actual m.p.g. 44 44, estimated m.p.g.

### MEMBERS' GOODWOOD

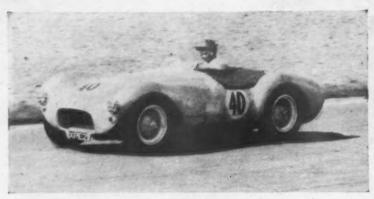
N DEAVOUR—try, strive or attempt," says the Oxford Diction-ary. At Goodwood on Saturday, when the B.A.R.C. held its second mem-bers' meeting of the season, Equipe Endeavour not only tried but succeeded in no mean fashion, with victories for Tommy Sopwith in three of the eight events, one in the Sapphire.

The weather could not have been better for this very successful sports car meeting, and a good crowd saw some excellent racing with handicapping accurate to an exciting degree.

Before we saw evidence of the handicappers' work, however, cars up to 1½ litres were off on a five-lap scratch race, and first round was Sopwith, in the new stub-tailed Cooper-Climax, appearing to

play "Peep-bo" as he came up for a better look at the corners and then almost disappearing in the cockpit on the straights. His rapid progress in this straights. His rapid progress in this fashion built him up an ever-increasing lead, while behind him the place-men were more closely engaged. Liddell's Buckler kept second place for 'the first two laps but Mackenzie Low, in the L.R.G. Elva, came up very fast from fifth to third, then passed the Buckler and, although there was some closing up on the last lap, the positions remained the same, with M. G. H. MacDowel in a Mark VI Lotus fourth. Lotus fourth.

In the ladies' five-lap handicap Mrs. Ashby, five seconds short of two minutes ahead of Hazel Dunham's A.C. at scratch, started her stately progress round the



George Abecassis, in the new 3½-litre H.W.M. sports car, winning the 1,501-3,500 c.c. event

### MEMBERS' GOODWOOD

circuit in the Six Eighty Wolseley. Behind her, after rather noisier starts, the rest of the field began their chase. Mrs. Lorna Snow's blue and white Jaguar XK120 may have looked very dainty and feminine, while Hazel Dunham's A.C. had a more masculine air, but try as it did, the A.C. could not quite catch the Jaguar and good looks won the day by just five seconds. Mrs. Jean Bloxham's Aston Martin DB2 was third.

The dark blue Cooper-Climax was on the line for the 11 litres, five laps event Also in the front row were Liddell's Buckler, T. Barnard's Lotus-Climax and Llewellyn's Lester-M.G. Sopwith was first into Madgwick, and from then on did not look back. The Lotus-Climax took to the crops on the first time through St. Mary's and rejoined the chase last. Mary's and rejoined the chase last. At the end of lap one, in 2nd, 3rd and 4th places were Lester-M.G. (M. R. G. Llewellyn), Lotus (P. Riley), Buckler (W. A. Liddell). For the final positions, the order was reversed.

The big fellows came out next, for the main ten-lap event. George Abecassis, in his brand-new H.W.M., led from the start and, driving with precision that was lovely to watch, held his lead to the end. After the fourth lap the positions of the leaders did not alter. Head's D-type leaders and first and leaders and leaders and leaders and followed by Peter Scott Russell (Lotus-Bristol), P. Blond (C-type Jaguar) and A. P. O. Rogers (Cooper-Bristol).

The saloons came out next for a fivelap handicap, notable for the performance of N. W. Graham's A.30. On the first lap we did not quite believe it, but on the second there was no doubt whatever—he really was cornering consistently on three wheels. And the person least moved seemed to be Graham, as he drove round with an air of-being just a little

late for an appointment.

The last two events were five-lap handicaps and in the first W. E. Parkin (Triumph TR2), the limit man, held the lead from beginning to end in spite of a spin coming out of the Chicane on his first lap. Behind him the scratch men wove their way through, the most conspicuous being Abecassis in the H.W.M., but he just failed to catch E. R. Barthel in the Aston Martin DB3.

Abecassis had another shot in the last event, however, and this time there was no mistake. After his best drive of the day, the scoreboard gave him a 5.8sec lead over Appelbee's Leonard-M.G. at the post. P. J. Morgan's 4½-litre Bentley led the field away and gave an admirable demonstration of understeer-plus. He could hold the lead for only three laps, however. Odoni's TR2 took over, but he hardly had time to get the feel of being

. .

front man before Abecassis was showing him how. A popular win to end a perfect afternoon.

RESULTS (las distance 2.4 miles)

Soraich races:
Sports ears up to 1.256 c.e. (5 isnp): 1, Cooper-Climax 1,100 (T. Sopwith), 9 min 10 sec, 73.54 m.p.h.; 2, Elva 1,098 (R. Mackensie Low), 9 min 52. sec; 5, Buckler 1,997 (W. A. Liddell), 9 min 42 sec. Fastest lap: T. Sopwith, 1 min 47.8 sec. [1.5 m.p.h. Up to 1.500 (T. Boovith), 9 min 15.6 sec, 77.75 m.p.h.; 2, Buckler 1,097 (W. A. Liddell), 9 min 47 sec; 5, Louis 1,467 (P. M. Liddell), 9 min 47 sec; 5, Louis 1,467 (P. M. Liddell), 9 min 47 sec; 5, Louis 1,467 (P. M. Liddell), 9 min 47 sec, 80.60 m.p.h.; 2, 15 to 3.55 (10 lap 1), 17 min 22 sec, 82.92 m.p.h.; 2, 25 (10 lap 1), 17 min 52 sec, 82.92 m.p.h.; 2, 25 (10 lap 1), 17 min 52 sec, 82.92 m.p.h.; 2, 25 (10 lap 1), 17 min 52 sec, 82.92 m.p.h.; 2, 25 (10 lap 1), 17 min 52, 2 sec, Fastest lap: G. Abecassis, 1 min 42.8 sec, 84.05 m.p.h.

35.2 sec. Fastest lap: G. ADECASHS, I mill 42.0 sec. 44.05 m.p.h.

Mandicap races

A (5 lasps): 1, Riley 1,069 (R. M. I. Ireland), handicap 1 min 55 sec. 10 min 55.8 sec. 66.81 m.p.h.; 2, Buckler 1,172 (N. I. Barrett), 1 min 55 sec. 10 min 55.2 sec. min 15.8 sec. 61.0 min 55 sec. 10 min 55.2 sec. min 10 min 55 sec. 10 min 55.2 sec. 10 min 10 se

### **OULTON**

N the years before the last war, the V.S.C.C. was able to hold several meetings on real road racing circuits, but until last Saturday's event at Oulton Park, post-war members of the club had been confined to airfields such as Grans-den and Silverstone. It was, therefore, to be expected that the toll in expensive adventures would be in direct propor-tion to the decreased escaping facilities, and practice provided plenty of excite-ment for both drivers and spectators. Most unfortunate was young D. A. Harrison, driving one of the fabulous 45 h.p. Renaults of the early 'twenties. It seems that the left-side front wooden-spoked wheel collapsed as Harrison was approaching Esso Bend and the machine appeared to corkscrew on to its back, throwing Harrison out as it went over. He was taken off to hospital with sus-

pected fractured jaw and minor cuts.

Two one-lap scratch races for Vintage cars left no time for mistakes, Jack Williamson's well-known 42-litre Bentley leading the field from start to finish from Peter Binn's Riley 9 in the first, but Douglas Hull, driving Eminson's Bugatti, managed to defeat Williamson in the following race, G.N. specials were having a day off, Grice's expiring in the first of these two events and Arnold-Forster's in the second, whilst Richard March's A.C.-Nash concoction had made little holes in its crankcase in the previous handicap Race 4 was a 5-lap mixed handicap during which D. Edwards, driving Leslie Marr's 14-litre Aston Marbroke his crankshaft so effectively that he was able to place part of it in his passenger's seat before being towed to paddock.

The following 5-lap handicap, in which Morin Scott handled his vast 8-litre Hispano-Suiza very well to keep ahead of Ashley's Frazer-Nash was enlivened by Dr. Harris driving his post-vintage Frazer-Nash off the road at Lodge Corner in the most spectacular fashion.

Vessey, in his immaculate ex-ybbe 2.9-litre Alfa-Romeo, Powys-Lybbe

started the 10-lap scratch race with his handbrake on; this somewhat affected his braking for the first corner (Old Hall), but having regained the road he drove with demoniac fury in an unavailing effort to catch and defeat Broad, overtaking him for a brief period only to be re-passed The post-vintage Frazer-Nash with Dubonnet-type front suspension was good value for the spectators, but on nearly every lap gravity removed its throttle linkage on the Esso hairpin, and Parkes had to keep stopping to replace it.

A further 5-lap mixed handicap followed, in which Howard was unlucky enough to roll his blown 62-litre Mercedes, and in which P. M. Sims' 12-litre Aston Martin overcame opposition from H. F. Barr's Speed Twenty Alvis to win at 63.26 m.p.h. Sims' Aston Martin had. as second success in the succeeding 5-lap mixed handicap. In the last race of the day, another 5-lap mixed handicap, Ronald Barker's abbreviated 1934 Lancia Astura V-eight, converted from a 7-seater saloon during the past many months, gave its driver an unexpected kick in the back which had been entirely lacking earlier in the afternoon, and went through the field to win at 67.21 m.p.h.

RESULTS (lap distance 2.76 miles)

RESULTS (lap distance 2.76 miles)
Sevateh races: Vintage sports sears (1 lap): 1,
1923-8 Bentley 4.398 (J. A. Williamson), 67.07
m.p.h.; 2, 1929 Riley 1.087 (P. J. E. Binns); 5,
1930 Invicta 4.429 (J. A. E. Marsh). Vintage rasins
care (1 lap): 1, 1927 Bugatt 1.498 (s) (D. H. C.
Hull), 69.51 m.p.h.; 2, 1923-8 Bentley 4.396 (J. A.
Williamson). Vintage absorts care (6 lapo): 1,
Williamson). Vintage absorts care (6 lapo): 1,
Williamson). Vintage absorts care (6 lapo): 1,
1911 Bugatt 1.496 (J. W. Binns): 3, 1930
Frazer-Nash 1.496 (B. E. Brown). "All-caerces" (10 laps): 1, 1936 E.R.A. 1.488 (s) (J. W. Broad).
72.36 m.p.h.; 2, 1933 Alfa-Romeo 2,900 (s) (J. C. (Vessey); 5, 1936 E.R.A. 1.488 (s) (D. Wilkinson).
Mandicap roces (5 lace): At 1.727 Bugatt 1.49.

(Vessey); 5. 398 Anis-Robins 2. Williams, (C. W. Williams); 6. 1 Markings posses En. 80; 7. A. 1. 1927 Bugatil 4:96

Mandiago posses En. 80; 7. A. 1. 1927 Bugatil 4:96

En. 1. 1928 Minon, 1. 1929 Austin 750 (M. J. 257) (R. C. Symondson); 5. 1932 Lagonda 1.954

(a) (R. S. Page), 6: 1, 1929 Austin 750 (M. J. 418); 7. A. 1. 1935 Miris 2.762 (H. F. Barr), C. 1. 1924 Mispano-Suiza S. 0.00 (H. F. M. Scott, G. 1. 1924 Mispano-Suiza S. 0.00 (H. F. M. Scott, G. 1. 1924 Mispano-Suiza S. 0.00 (H. F. M. Scott, G. 1. 1924 Aston Martin 1.495 (F. M. Sims), 6.5 (S. m.p.h., 2. 1935 Alvis 2.762 (H. F. Barr); 5. 1936 Mispano-Suiza S. 1934 Mispano-Suiza S. 1935 Mispano-Su

# NEW DOUBLE-DUTY Carbusol

REVOLUTIONARY UPPER CYLINDER LUBRICANT AND OIL ADDITIVE COMBINED GIVES

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# Duncan Hamilton shines again!

At the Whitsun Goodwood meeting Duncan Hamilton won the Johnson's Sports Car Challenge Trophy at 84.41 m.p.h. over a 21 laps course. Here he receives the Trophy from Mrs. G. A. Edwards, wife of the managing director of S. C. Johnson and Son Ltd.

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# THE SPORT

GRAZING : RACE PROSPECTS :
POPULAR OULTON : PORTUGAL

SO often nowadays one reads (and writes) of somebody lightheartedly "taking to the grass" to overtake another car. This seems particularly prevalent at Silverstone during the tension that follows the start from a crowded grid. With a generation of drivers that has grown up on aerodrome circuits I suppose this is inevitable, but it should not become a habit. In certain circumstances (when speed into a corner has been excessive and the car spins off, or when a mix-up has to be avoided) it is obviously necessary and it is a godsend that there is grass to take to. But the thought should always be there that it was incredibly fortunate that, as with so many circuits, there was not a wall or trees instead of the grass.

Deliberate use of the grass to overtake, though indicative of forceful driving and, therefore, rating high in spectator appeal, should be penalized. The rule enforced at Brands Hatch (Rule 17 of the Competition Rules of the British Racing and Sports Car Club) which states, among other things, that "Any competitor deliberately driving off the course either at the start or during the race may suffer a time penalty or may be excluded from the race at the discretion of the stewards" seems a very sound one and one which might well be enforced on other circuits.

These remarks arise from one or two incidents that have occurred this season when cars have hit or narrowly avoided objects or people in the infield in circumstances that could hardly be described as exceptional or justly demanding the use of the grass.

HEAR that Uhlenhaut and other members of the Mercedes-Benz organization carried out an inspection of the Aintree circuit last week-completing a lap on foot-and found that it complied with their ideas concerning spectator protection. So Mercedes will run in the British Grand Prix on July 16. After rumours had been circulating to this effect for some time, Mercedes have now announced their intention to retire from Grand Prix racing at the end of this season, and possibly before then if safety arrangements at the various Grand Prix circuits do not meet their requirements.

Mike Hawthorn has terminated his agreement with G. A. Vandervell and will drive for Ferrari for the remainder of the season. It is sad that the second of Britain's top-line drivers should

Unusual aspect of a D-type Jaguar. The Swaters-Claes, Ecurie Francorchamps car prepares for scrutineering at Le Mans, It finished third at 103-2 m.p.h.

once more have to drive for a foreign firm, but until a British car is produced (and passes the teething stages) it is understandable enough.

R a y m o n d Flower tells me that the 2-litre Phœnix (page 719, May 20) will not

appear for n week or so, yet. A considerable effort would have been needed to perfect it for Rheims, but it is down for the Goodwood nine-hour race.

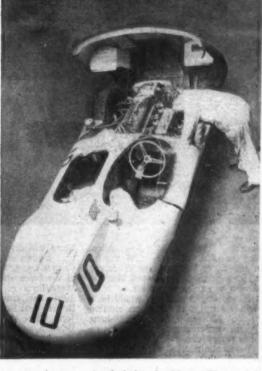
Fuel injection has been temporarily discarded, two twin-choke Solex carburettors having been substituted. This has involved a slight loss of b.h.p.—about eight—but seems to suit the Turner engine better at the moment.

Peter Walker was released from his contracts with Aston Martin and Rob Walker to drive Stirling Moss' Type 250F Grand Prix Maserati at Zandvoort last Sunday.

Rob Walker's new, non-enveloping, formula 1 Connaught left the workshops and was started for the first time last Monday; by the time this is in print it should have been delivered but it will not run until the British Grand Prix at Aintree on July 16.

The Rouen Grand Prix, scheduled for next Sunday, has been cancelled, and at the moment of going to press the news has come through of the cancellation of the French Grand Prix and, with it, the Rheims-12-hour sports car race. It is also understood that there may be no more motor racing in France for the remainder of this year.

A MONG the last-minute driver changes that took place just before the Le Mans race was the replacement of Jimmy Stewart by Ivor Bueb in the winning Jaguar. This step was taken on the advice of an orthopædic surgeon following Stewart's accident while practising on the Nurburgring



shortly before Le Mans. The car left the circuit on a bend and rolled down a bank. For 25 minutes nobody was aware of the fact and Stewart lay pinned under the car, drenched in petrol. Fortunately he was able to switch off the ignition and reduce the risk of fire.

He suffered only slight injury, but it was to the arm which was damaged badly at Le Mans a year ago. He was warned that the arm would not stand further abuse of this sort so he was compelled to give up racing. This is a sad loss to Ecurie Ecosse and, as David Murray says, leaves a gap which will be exceedingly difficult to fill. As well as having a number of victories to his credit, Stewart held the sports car record at Goodwood and, two years ago, at the age of 22, was in the Ecurie Ecosse team that won the team prize at the Nurburgring.

AT the beginning of this month a TR2-engined Morgan Plus Four set out at 3 p.m. on a Saturday to attempt to establish a local 24-hour record for the Snetterton circuit. The car was under the supervision of W. A. G. Goodall, of the Morgan company, and drivers were Jack Sears, Oliver Sear, J. Cleghorn and D. Allen. Unfortunately the run ended after 6½ hours when a steering arm fractured. During this period the car completed 160 laps, covered 435 miles, averaged 65.25 m.p.h. and consumed petrol at the rate of one gallon for every 23.7 miles. Fastest lap by each of the



#### 11/10 SPORT...

Where's that Fangio? N. W. Graham's bumperless Austin A,30 in a somewhat acute but apparently controlled drift on Madgwick Corner during the B. A. R. C. Members' Meeting last weekend

drivers: Sears, 69.8 m.p.h; Allen, 69.2 m.p.h.; Cleghorn, 67.8 m.p.h.; and Sear, 67.4 m.p.h., the difference in time between the fastest and the slowest laps being only 5 sec.

It was hoped that this would be a serious attempt to break an existing British National Class E 24-hour record; unfortunately, however, no such record can exist; the Competitions Committee of the R.A.C. has decided that it cannot recognize national records as there is no circuit on which they can be made. This is understandable enough as a car can lap Goodwood for 24 hours and cover a certain distance while to lap, say, Snetterton would produce an entirely different figure.

ENTRIES for the fifth Grand Prix of Portugal, to be held next Sunday, June 26, include a strong showing of British cars. DB3S Aston Martins will be driven by Wharton, Gaze and Cosh-the latter two being members of the Australian Kangaroo Stable. Duncan Hamilton and R. E.

Berry will drive privately entered D-type Jaguars and Peter Whitehead the Cooper-Jaguar. A formidable line-up of no fewer than 13 Ferraris, all of three litres capacity except for one 2-litre car, will be driven by Louis Rosier, Jean Estager, Masten Gregory, John Claes and Jacques Swaters, of Belgium, and others. Three Maseratis (Graffenried, Behra and Musso) make up the entry of 22 cars.

On June 25, the day before the G.P., will be held the City of Oporto Cup race, for which an entry of 25 cars has been received.

ALTHOUGH one always associates the major long-distance rallies with the Continent of Europe, perhaps the true cradle of the really tough marathons is in the under-populated, distant lands where vast tracts still remain virtually uninhabited. This year's Round Australia Trial, third in the series and sponsored by Redex, will cover 10,533 miles (previous mileages have been: 1953, 6,000; 1954, 9,600). Only produc-

tion cars are eligible to compete, such

vehicles as utilities, vans and the like being forbidden.

The first car is due to leave Sydney on August 21 at 12 noon and will return to Sydney at 1.16 p.m. on September 11, after three weeks of motoring. From Sydney the route runs north through Brisbane, Rockhampton and Townsville to Cairns. Thence it goes westward through Hughenden, Tennant Creek, up to Darwin and across, inland, to Broome. As far as Brisbane the roads are good by Australian standards; by British and Continental standards, not so good.

From Brisbane they are of gravel and cover enormous distances with fewif any-garages or other habitations. From Broome the route runs down the west coast to Perth, across to Kalgoorlie to the east, through Adelaide, Broken Hill, Mount Gambier, Mel-bourne and Canberra back to Sydney.

Although the route is tough, British cars have shown up well in previous events. Last year, for example, all seven of the Austin A.70s that set out managed to finish the course, as did the single TD and Y-type M.G.s.

SINCE the Oulton Park circuit became available for club meetings this year numerous requests have been received for the use of the circuit. The Bentley Drivers' club started the season with a meeting in April, to be followed quickly by the North Staffs M.C. and the Lancashire and Cheshire C.C. Others have followed suit and this list of events may be of interest to Midland and Northern enthusiasts: June 25, Sunbeam-Talbot O.C. gym-khana; July 2, Nottingham S.C.C. race meeting; July 9, Mid-Cheshire M.C. driving tests; August 27, B.R.S.C.C. international race meeting; September 17, Aston Martin O.C. race meeting; September 24, Mid-Cheshire M.C. international gold cup meeting; October 1, Hagley and District M.C. race meeting.

FOLLOWING the moving story of Pierre Levegh's retirement from Brighton and Hove M.C. Concours d'élégance, Madeira Drive, Brighton, Sussex, 2.30 p.m. Swansea M.C. Charles Cup Rally, Fair-wood Aerodrome, near Swansea, 10.30 the 1952 Le Mans race, told by W. F. Bradley in last week's issue of The Autocar, this background information about the French driver comes from St. John C. Nixon.

In fact, Alfred Levegh, who was the Fangio of the 1899 era, was the nom de plume of Alfred Velghe, uncle of Pierre, who wished to perpetuate the name. After the Paris-Toulouse race of July, 1900, Alfred Levegh caught a cold from which he never really recovered. He died at the beginning of March, 1904, and his last race was the Gordon Bennett of 1901. His name ranks with those of Charron, Girardot, Gabriel, Jenatzy and de Knyff (whose death occurred recently) as one of the immortals in the early days of motor racing.

The custom for racing drivers of those days to take on pseudonyms was not uncommon. Huillier, who, like

#### COMING SHORTLY

JUNE 23-26.-Wiesbaden Rally, Germany. 24-25.—Plymouth M.C. Presidential Trophy Rally, starting from Bristol, Birmingham, Salisbury, Hfracombe, Newquay, Virginia Water and Plymouth.

Eastern Counties M.C. Racing meeting. Snetterton, near Thetford, Norfolk, 2

Snetterton, near Thetford, Norfolk, 2 p.m.

Midlands M.E.C. Race meeting, Silverstone, Northamptonshire.

Scottish S.C.C. Hill climb, Bo'ness, Kinneil Estate, West Lothian.

Chester M.C. Sprint trial, Summers Drive, Queensferry, Flint, 2 p.m.

Bristol M.C. and L.C.C. Mendip Petit Prix de Tourisme, Castle Combe, near Chippenham, Wiltshire, 2:30 p.m.

Leeds University Union M.C. Veteran and Vintage concours d'élégence, Woodhouse Moor, Leeds, 12 noon,

Brighton and Hove M.C. Brighton Rally, starting from London and Brighton, 6:30 a.m.

Periaguese G.P., Oporte.

Bugatti O.C. Members' hill climb, Prescott, near Cheltenham, Gloucestershire, 2 p.m.

R.A.F. Association M.C. Midsummer

R.A.F. Association M.C. Midsummer Rally.

a.m.-Melton Mowbray C.C. Signpost Rally, Wing Garage, Melton Mowbray, Leices-tershire, 3 p.m.

JULY 1-2.-Scarborough and District M.C. Motor cycle and formula 3 car race meeting, Oliver's Mount, Scarborough, Yorkshire.

Yorkshire.

2.—Royal Scottish A.C. Hill climb, Rest-and-Be-Thankful, Argyll.

2.—Nottingham S.C.C. Race meeting, Outton Park, near Tarporley, Cheshire,

2 p.m.

-M.C.C. Race meeting, Silverstone, Northamptonshire, 10.30 a.m.,

-Liverpool M.C. Night rally, Hare and Hounds Hotel, Tarbock, Lancashire, 11

p.m.
2-3.—Cemian M.C. Coronation Rally,
Phenix Hotel, Hartley Wintney, Hampshire, 9.30 p.m.
2-3.—Sunbeam Register. Wolverhampton
Week-end.

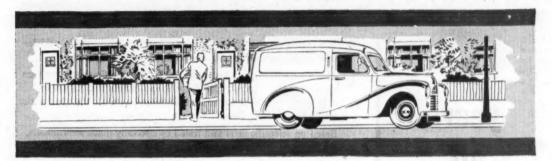
Westmorland M.C. Regularity trial, Rugby ground, Shap Road, Kendal, 1.30 p.m.

# The driving spirit





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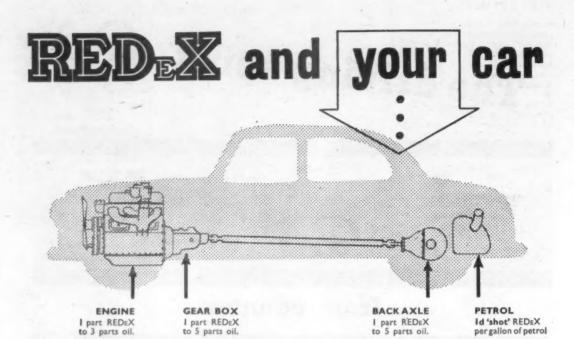
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#### THE SPORT

Levegh, always drove a Mors, was known as "Hourgières"; Debraye as "Antony," and Emile Jellinek as "Mercedes," his favourite daughter's Christian name, which was later given to the car with which he was closely associated, and which was designed by Wilhelm Maybach, Gottlieb Daimler's life-long companion and partner.

Among Levegh's many triumphs were his wins in the Bordeaux-Biarritz race of October, 1900, at an average of 37 m.p.h., and, a year later, the Paris-Toulouse averaging 40 m.p.h.

AFTER the Belgian and Dutch Grands Prix, the position in points for the World Championship is as follows: Fangio, 27; Moss, 13; Trintignant, 11; Farina, 10; Castellotti, 8; Micres, 7; Musso, 4; Frère and Behra, 3; Gonzales and Perdisa, 2; Herrmann and Kling, 1.

PETER GARNIER



R. J. Durrant's Sunbeam Talbot, with shattered windscreen, goes through a test on Hastings sea front during the Maidstone and Mid-Kent Club's Hastings Rally last weekend

# CLUB

Old Culfordians' M.C.—Last month the club, which is open to old boys and staff of Culford School, received R.A.C. recognition. The president is G. S. Edwards, the chairman R. F. Atkinson and the honorary secretary E. S. Ridley, 14, Albert Crescent, Bury St. Edmunds, Suffolk. The membership is 65, and enquiries concerning the club should be sent to the secretary. The secretary would also like to hear from similar clubs with a view to organizing an inter-club competition in 1956.

Westmorland M.C.—A closed-invitation hill-climb was held at Barbon Manor, Kirkby Lonsdale, Westmorland, on Saturday, May 21. In practice P. S. Hughes' 1,098 c. C. Tojeiro broke a half-shaft, but a replacement was fitted in the paddock and Hughes won the Crabtree Challenge Trophy for fastest time of the day with 34.68sec on his second run. The Sandwith Rose Bowl for the fastest car in the opposite class went to H. C. Allison's formula 3 Cooper-Norton with 35.19sec.

Lancia M.C.—The Lancia Challenge Trophy meeting for one-make clubs, which was to have taken place at Thruxton aerodrome in Hampshire on June 26, has been cancelled because of lack of support.

Aston Martin O.C.—On Saturday, July 23, the sixth St. John Horsfall race meeting will be held at Silverstone over the 1.61-mile club circ@it. The meeting is open to members of one-make clubs and the Vintage S.C.C., also members of the Seven-Fifty C.C. driving 750 or 1,172 formula cars. The programme includes a half-hour regularity trial for sports and touring cars, the St. John Horsfall Trophy 10-lap handicap race for

# NEWS

Aston Martins and the David Brown Challenge Cup 21-lap handicap relay race for teams of three like-make cars. Regulations are available from the secretary of the meeting, T. H. Stewart, 98, Hillfield Court, Belsize Avenue, London, N.W.3; entries close on July 14.

close on July 14.

Bendley D.C.—Regulations for the Silverstone meeting on July 30 are available from C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire. The event is open to members of the Bentley D.C. driving Bentleys, the Aston Martin O.C. driving Aston Martins, the Lagonda Club driving Lagondas and the Vintage S.C.C. driving Vintage cars; the entries close on July 11. The meeting, which starts at 12 noon, will consist of a sprint and a series of races. Cars competing in the sprint will each have two timed runs from a standing start over a straight quarter-mile course. The races, which include both scratch and handicap events, will be over the 1.61-mile club circuit.

Volkswagen O.C.—The observation run held on the evening of Friday, June 10, started from the Marquis of Granby in Esher, Surrey. The entry was exclusively Volkswagen, and the winner proved to be B. Ling with a time of 31min. C. Hubbard (41min) and Mrs. V. I. Davies (42min) took second and third places.

and third places.

East Anglian M.C.—A closed-invitation sprint meeting will be held at Snetterton in Norfolk on Sunday, July 10, over a course of approximately one mile. There are classes for production saloons, convertibles, production sports cars, gran turismo cars, sports cars and racing cars; the invited clubs are B.R.S.C.C., Eastern Counties M.C., London M.C., Snetterton M.R.C., Sporting O.D.C., Thames Estuary A.C. and West Essex C.C. Entries should be sent by July 4 to the secretary of the meeting, D. W. Burns, Hillwood, Hutton, Essex.

B.A.R.C.—As the head office of the club is busy with arrangements for the British Grand Prix at Aintree, this year's Eastbourne Rally was organized by the East Sussex branch. The rally, which took place on June 11, was on similar lines to previous years' events, but the midnight concours d'élégance was not held. The 40-mile road section from East Grinstead to Eastbourne set an easy navigational test but a fairly tight time schedule along narrow country lanes, and some competitors were penalized

for lateness at the three time controls. In a special test at the first time control J. W. Brain, in a Triumph TR2, made the fastest time, and at the third control there was a timed hill-climb at Butts Lane, where L. F. Parham in a Jaguar XK120 was fastest. I. Mantle, driving an M.G. TF, made best time in the garaging test at Beachy Head, which concluded the morning's activities. In the afternoon competitors tackled five driving tests on the seafront at Eastbourne, and the best performances in each test were put up by A. C. Westwood (Dellow), V. Blackman (Triumph TR2), I. Mantle, B. Bowman (Fiat 1100), and P. J. Sargent (M.G. TC Special).

RESULTS

Eastbourne Corperation Challenge Trophy (best performance): Ford Anglia (M. J. Hughes). Ladies' prize: Porsche (Miss P. Norman). East Sussex branch award: M.G. TD (W. G. F. Swayne). Fields C.G. Trophy (best nevice): Triumph TR2 (V. Blackman).

Ficios C.C. Fropris vees. To to to 1.300 c.c.:

Blackman).

Closed sarri up to 1.301 c.c.:

Boyman): 1.361 c.c.:

Age 1.200 c.c.:

Javelin (W. B. Boyman): 1.361 c.c.:

Javelin (W. T. Robinno ver 7.302 c.c.:

Praser). Open cars up to 1.306 c.c.:

Dellow C. C. Westwood) 1.301 tc. 2.400: M.G. TC SDi, Cy.

Jargent): over 2.000: Jaguar XK120 (M. H. Law-son):

Sargent: ever x.800: Jaguar KK120 (M. H. Law-First-dass awards: Buckler (J. E. B. Hisser). Ford Anglia (B. D. Frost), Hillman Minx (B. Wright), Triumph TR2 (J. W. Brain), Jaguar KK149 (A. Walton Jones), Sunbeam (J. Trigg). Austin-Heasely (J. Patten). Sacond-dass awards. Ford Anglia (T. F. William (T. K. Elder). Ford Anglia (T. F. William (T. K. Elder). Fulley), Triumph TR2 (S. G. Bayliss), Jaguar KK120 (P. Yaten), Vauxhall Cresta (K. Hurrey) Jasuar KK120 (R. Brooks). Team award M.G.—W. O. F. Bwayne, J. D. Rumble and P. J. Sargent.

Old Merchant Taylors' M.C.—The Midsummer Touring Trial on Sunday, June 26, which the club are organizing jointly with the Windsor and Harrow car clubs, will start from Windsor, Berkshire, at 10.30 a.m. The route, which includes driving tests, will be 100 miles in length, finishing at Croxley Green, Hertfordshire. On July 17, a regularity rally will be held over a 60-mile course, starting and finishing at Croxley Green. Details of these two events are available from G. Connelly, 98, St. Martin's Lane, London, W.C.2.

M.G. Car Club.—Forty-six cars competed in the driving test meeting run by the North West Centre at the Ferodo Works in Chapelen-le-Frith on Sunday, June 12. In the competition with the Midland Centre for the team trophy, teams from the Midland Centre took the first three places. The individual results are as follows:

Glosed Gars: Glass 1: Morris Minor (J. H. Brooks); Glass 2: 1. Ford Prefect (B. J. Warr); Z. M.G. (R. Foster); Glass 3: Ford Zephyr (Glass); Grod Zephyr (Glass); Glass 2: 1. M.G. TF (G. G. Sidebotham); Glass 3: 1. Triumph TR2 (M. Hawley); Z. Morgan (W. Yarranton); Ladles' sward: Ford Anglia (Mrs. Wallis). Mixed pairs' companition: Ford Prefect (Mr. and Mrs. B. J. Warr)

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# BRIEF

Signature glasses and ashtrays indelibly inscribed in gold or colour are being produced by Decoramics, Ltd., 11B, Liver-pool Terrace, Worthing.

Mr. Frederick A. Upperton, sales director of Firestone Tyre and Rubber Co., Ltd., has retired after 34 years'

A Regent Marfak and Havoline service week held by Western Fuel Services, Ltd., Parkwall Garage, Parkwall, Chep-stow, Monmouthshire, ends tomorrow.

Mr. W. H. Webb, chief officer of the fire and accident prevention department of the Goodyear Tyre and Rubber Co., Ltd., was awarded the M.B.E. in the Queen's Birthday Honours list.

The Dunlop Rubber Co., Ltd., has allocated £500 to the Young Men's Christian Association—£100 for Y.M.C.A. colleges and the balance to districts in which the firm has factories.

Caffyns, Ltd., automobile agents and engineers, of Meads Road, Eastbourne, have produced a well-illustrated booklet celebrating the 90th anniversary of the founding of the business.

Smiths announce a reduction in the price of Bluecol anti-freeze—a 5-gallon drum costs £14 10s, 1-gallon tin £2 18s, 1-gallon tin £1 10s, quart tin 15s 6d and pint tin 8s.

Mr. S. W. Kallend, until recently a director of Briggs Motor Bodies, Ltd., has been appointed a director of the Kenwood Manufacturing Co., Ltd., of Woking, Surrey, and has become chairman of the board.

Mr. Philip J. Shepherd, of Guy Salmon Automobiles, Thames Ditton, won the president's trophy in the Motor Agents' Association golf competition during a conference at Eastbourne from June 6 to 11.

Leighton Motors, of Chester Road, Heswall, Wirral, have been appointed Singer distributors for Cheshire.

With regret the death is announced of Mr. R. Read, works manager of the Allard Motor Co., Ltd., Clapham High Street, London, S.W.4, on June 7.

Mr. J. M. Wigmore has become general line representative in Warwickshire and Northamptonshire of the Avon India Rubber Co., Ltd.

The AC-Delco division of General Motors, Ltd., of Dunstable and South-ampton, is to open a third plant at Kirkby, Liverpool.

Industria (Bearings), Ltd., have transferred their London office and stock room to 115, Gunnersbury Avenue, Ealing, W.5, telephone Acorn 8847, with Mr. J. M. Fieldsend as manager.

A net profit after taxation of £68,869 is shown in the accounts of Bowden (Holdings), Ltd., and a final dividend of 10 per cent, less tax, making 15 per cent for the year, is proposed.

#### Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

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"J.B.W."—Reliability and performance expected after tuning.
No. 17130. 1935 D88 Delage
"E.G.A."—All possible information

G.A."—All possible information tenance and a handbook.

No. 17131. 1934 Riley Nine Kestrel
"H.E.T."—Any available information,
tenance details and a handbook.

No. 1732. Handbooks Required.

"A.I.S."—Volkswagen workshop mant English or German.

"A.P."—1935 Austin Ten.

"T.H.B."—1935 Humber Twelve.
"R.A.W."—1935 Le Mans Singer.

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Welbeck Motors-London Distributors of the Swallow Doretti—have eleven new Swallow Dorettis in stock. As this model is at the end of its production run, the Makers have given us permission to reduce Makers have given us permission to reduce the price of our existing stock from £1,101 (inclusive of Purchase Tax), This is just about the most interesting price reduction of all time. The Doretti, as you know, has Triumph TR2 components in a tubular chassis with the most beautiful craftsmanmade coachwork. We are also slashing the price of our stock of optional extrass band. price of our stock of optional extras—hard tops, chrome wire wheels, overdrives—all are being sold at prices which can never be repeated. If you want one of these cars, do be quick-you'll never find even Welbeck in such a Fairy Godmother mood again.

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(Distributors for the Swellow Doretti)

## BRITISH CAR PRICES

DIVINION C		•	-	ALE CES
	List É	Pri		British Total Price
A.C.				
2-litre 2-door	1,027	12	2	1,456 18 1
Ace sports 2-seater	1,015	0	0	1,439 0 10
ALFA ROMEO	1,213	0	~	1,722 7 6
1900 1900 Super Sprint	1,850	00	0	3,542 15 10
ALLARD	2,500			3,342 13 10
Palm Beach 4-cyl. 3-seater	720	0	0	1,021 2 6
6-cyl. 3-seater	750	0	0	11061 12 6
X3 3-seater Monte Carlo	1,250	0	0	1,559 9 2
	1,375	0	0	1,949 0 10
ALVIS	-			
3-litre Coupé	1,285	0	0	1,821 10 10
Coupé ARMSTRONG SIDDELEY	1			
Sapphire (synchro-				
mesh Box) Sapphire (preselector)	1,215	0	0	1,722 7 6
Sapphire (automatic) Sapphire limousine ASTON MARTIN	1,404	0	0	1,990 2 6
ASTON MARTIN		0	0	1
DB2-4	1,925	0	0	2,728 4 2 2,869 17 6
Drop-head coupé DB3S competition	2,600	0	0	2,869 17 6 3,684 9 2
A.30 Seven 2-door	335	0	0	475 14 2
Four-door	355	0	0	504 0 10
A.40 Cambridge 2-door	395 458	0	0	560 14 2 649 19 2
Four-door	468	0	0	664 2 6
A.90 Westminster	478 558	0	0	791 12 6
A 135 Princess	1,665	0	00	2,359 17 6 2,430 14 2
Limousine, L.W.B.	2.000	0	0	2,834 9 2
Saloon, L.W.B.	2,000	0	0	2,834 9 2
Chassis	2,465 3,295 4,715	0	0	2,979 2 1
Series S saloon Hooper saloon	4,715	0	0	4,669 0 10 6,680 14 2
Mulliner saloon Continental chassis	4,860	0	00	6,886 2 6
Mulliner saloon	4,960	0	0	7,027 15 10
Park Ward saloon Park Ward coupé	4,670	0	0	6,616 19 2
Type 501 Type 502				
Type 502	1,400 2,100 2,750	0	0	1,984 9 2 2,976 2 6
F.H. coupé	2,750	0	0	3,896 19 2
1500 (sabelia	798		11	1,131 13 10
2400 sports saloon Saloon (Hansamatic)	1,287	16	9	1,825 11 3
2,400 Pullman	1,409	7	0	1,997 7 2 2,123 0 9
Pullman (Hansamatic)				
Type 403	2,100	0	0	2,976 2 6
Type 405 Abbot D.H. coupé	2,350 2,250 2,250	0	0	3,330 5 10 3,188 12 6
Abbot D.M. coupé	2,250	0	0	3,188 12 6
Century 4-door	-	-		-
ADILLAC				
Special 4-door	-	-		-
Bel Air 4-door	1,275	0	0	1,807 7 6
Convertible Station wagon	1,435	0	0	2,034 0 10 2,076 10 10
One-Fifty 4-door Two-Ten 4-door HRYSLER	1,465 1,210 1,230	0	0	1,715 5 10
CHRYSLER	1,230			1,743 12 0
Windsor New Yorker	-			_
	***			*****
2 c.v Light 15	398 685	0	0	\$64 19 2 971 10 10
Big 15	740	0	0	1,049 9 2
DAIMLER				
Conquest	1,066	0	0	1,511 5 10 1,736 10 10
Roadster	1,180	0	U	1.672 13 10
Consular	1,172	0	0	1,750 14 2
34-litre Regency	1,640	0	0	2,324 9 2 2,650 5 10
Sportsman's saloon 4½-litre Regency Sportsman's saloon	1,960	0	0	2,777 15 10
Sportsman's saloon Regina Hooper	2,190	0	0	3,103 12 6
limousine	4,385	0	0	6,213 4 2
Mark IIB Two seater	448	0	0	635 15 10
Mark IIC	477	ŏ	0	676 17 6
2-seater	542	0	0	768 19 0
Sonderklasse	597	62		
Sonderklasse Coupé	632	0	0	864 17 6 896 9 2
Sonderklasse	597 632 925 785			

(Continued on next page)

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	A SELECTION PROM OUR STOCK	
1953	AUGIN Princess saloon, radio, heater,	
****	15,000 miles	£1,29
1955	AUSTIN A.40 Cambridge mloom, benter,	
1955	4,000 miles CHEVROLET R.H.D. 4-dr. Bel-Air Sedan.	\$72
Yeur	radio, heater, 8,900 miles	\$1.87
1953	CHEVROLET R.H.D. 4-dr. Bel-Air Sedan,	27.57
	Powerglide, radio, heater, 18,000 miles.	61.44
1961	CHEVROLET 4-dr. mloon de Luxe L. H.D.	-
	16,000 miles only	#79
1954	FORD Consul saloon, heater, 5,600 miles	£69
1963	FORD Zephyr saloon, leather, heater,	
1055	2,000 miles HILLMAN Minx Special saloon, 3,000 miles	675
1951	HUMBER Super Snipe maloon, 13,000 miles	899
1955	MORRIS Minor 2-dr. de Luxe caleum.	E98
	1,500 miles	850
1954	MURRIE Minor 4-dr. minor d 000 miles	€50
1954	STANDARD "8" mloon, heater, 1,100	
	miles	851
1984	VAUXHALL Velox saloon, leather, heater,	
	covers, 1,900 miles	676
	NEW CARS	
ALA	RGE SELECTION ALWAYS IN STOCK INC.	LUDIN
	THE POLLOWING:	
1	AUSTIN A.40 Pick-up Truck.	
-	CHEVROLET Bel-Air 4-dr. Station Wagon.	L.R.I
1	MORRIS j-ton "J" type van. STANDARD Vanguard saloon.	

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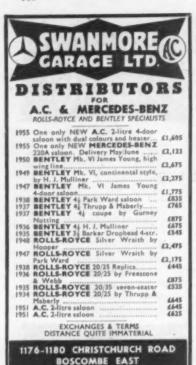
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British British List Price £ s d Reitish British Total Price Total Price List Price MORRIS FAIRTHORPE 529 10 10 529 10 10 560 14 2 599 13 4 702 7 6 744 17 6 822 15 10 373 0 373 0 395 0 422 10 495 0 525 0 580 0 Minor tourer Two-door Four-door Traveller's car 0000000 259 17 0 274 17 0 315 14 0 390 9 11 448 7 4 FIAT SOOC coupé ... 572 15 0 585 10 0 679 0 0 799 8 2 1,063 12 6 1,097 12 6 1,389 9 2 1,963 4 2 10 0 10 0 10 0 10 0 0 0 0 0 0 0 Cowley 600 tation wagon NASH 563 Rambler ... Station wagon OLDSMOBILE Series 88 Super Super (Two-tone) Series 98 de luxe FORD (Britain) 00000000 Popular Anglia Prefect Consul 511 2 6 560 14 2 666 19 2 808 12 6 754 15 10 395 PACKARD 1,640 2,266 0 0 Zephyr Six ... Convertible ... Zodiac PANHARD 960 4 4 851 2 6 6 1,100 FORD (Canada) PARAMOUNT 1,249 0 0 1,770 10 10 Customline ... Country Sedan FORD (U.S.A.) 625 0 675 0 0 PEUGEOT 1,639 0 0 2,323 0 10 Thunderbird 633 15 11 732 12 4 Type 203 ... Station wagon FRAZER NASH Tark II 2-seater
Targa Florio Gran
Sport
Le Mans coupé
Sebring 2-seater
Fast Roadster 2 250 0 0 3,188 12 6 PONTIAC 2,250 0 0 2,250 0 0 2,500 0 0 1,650 0 0 PORSCHE
Type 356 coupé
Cabriolet ...
Super coupé ...
Super cabriolet
Type 550 Spyder 1,260 0 1,380 0 1,380 0 1,500 0 2,715 0 1,786 1,956 1,956 2,216 3,847 Austin-Healey 100 2-seater 1005 HEALEY 750 0 0 1,125 0 0 1,063 12 6 Export only RENAULT
750 fixed-head
Convertible ...
R1063 HILLMAN 599 13 4 780 5 10 1,148 12 6 1,175 10 10 Minx Special Estate Car Minx de luxe Convertible Californian Husky 422 10 550 0 790 0 829 0 000000 0000 000000 766 2 6 681 2 6 737 15 10 737 15 10 564 19 2 2-litre Frégate 520 RILEY 14-litre .... 24-litre Pathfinder 0 0 H.R.G. 895 0 0 1,269 0 10 2-seater ROLLS-ROYCE 3,087 17 4,796 10 6,808 4 7,013 12 3,464 17 6,652 7 6,935 14 6,864 17 2,555 0 3,385 0 4,805 0 4,950 0 2,445 0 4,695 0 4,895 0 4,895 0 HUDSON 00000000 000 Rambier Wasp ... .400 Saloon
Hooper saloon
Mulliner saloon
Silver Wraith chassis
Park Ward saloon...
Mulliner limousine
Hooper limousine...
Freestone and Webb
limousine
James Young saloon 1,825 HUMBER Hawk Mark VI Touring Limousine ... Super Snipe Mark IV Touring limousine ... 985 14 1,099 0 1,396 10 1,509 17 0000 JAGUAR 4,940 0 0 00000 1,616 2 1,598 8 1,644 9 1,616 2 2,685 14 Mark VII

XK 140 2-seater

D.H. coupé

F.H. coupé

D-type 2-seater

JENSEN 1,140 1,127 1,160 1,140 1,895 00000 ROVER 1,162 15 10 1,269 0 10 1,297 7 6 820 0 0 895 0 0 915 0 0 60 ... 75 ... 90 SIMCA Interceptor .... Model 541 .... KAISER 1,700 0 2,409 9 599 0 0 849 14 2 Aronde .... Special 4-door Manhattan 4-door KIEFT S.M. roadster Hunter SKODA 510 0 0 687 10 0 723 12 6 2,250 0 0 2,460 0 0 0 0 Sports 2-seater 1,100 0 0 1,559 9 2 Station wagon 2,260 0 0 2,400 0 0 2,400 0 0 3,202 15 10 3,401 2 6 3,401 2 6 339 0 409 0 460 0 555 0 633 0 00000 481 580 625 7 6 10 10 15 10 7 6 17 6 Two-door Four-door Ten ... Estate car LANCHESTER Vanguard ...
Estate car
STUDEBAKER 760 0 0 1,077 15 10 787 897 Sprite 1,771 19 2 Appia ...
Aurelia, Series II ...
Aurelia Gran Turismo
2500
LEA-FRANCIS 1,250 0 0 1,714 1,810 2,104 0 6 7 2 0 6 1,209 0 1,277 0 1,484 0 000 2,450 0 0 3,471 19 2 1,130 1,130 1,380 1,240 0 0 0 0 0 0 Mark III Convertible ... Alpine 2-seater (with Fourteen ... Eighteen 855 0 0 1,212 7 6 overdrive) 24-litre Sports SWALLOW 2,073 0 0 2,937 17 6 Capri Fordor...
MERCEDES-BENZ Mark I 2-seater 777 0 0 1,101 17 6 1,694 0 10 1,786 2 6 2,123 5 10 3,300 10 10 5,528 19 2 4,392 15 10 000000 000000 180 .... 180D (diesel) 220a .... 300b .... 300S .... 10 10 5 10 0 10 TR2 2-seater TR2 Hard top 625 0 670 0 776 0 000 VAUXHALL 495 0 0 535 0 0 595 0 0 702 7 6 759 0 10 844 0 10 MERCURY Montclair ... ... M.G. TF Midget 2-seater ... 1,624 0 0 2,301 15 10 VOLKSWAGEN 422 10 0 486 0 0 Saloon De Luxe WILLYS MORGAN Two-seater (TR2)
Two-seater (Vanguard)
Four-seater
Coupé 2-seater
Coupé, 4-seater 0 0 0 0 0 0 0 844 0 10 787 7 6 822 15 10 865 5 10 879 9 2 1,196 0 0 1,695 9 2 WOLSELEY 595 0 0 844 0 10 750 0 0 1,063 12 6 Four-Fortyfour Six-Ninety

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CLASS I	. 1	RENAULT 750	B. J. Cumbers	76·39 m.p.g.
(under 1,000 c.c.)	2	STANDARD 8	A. Jones	62.00 m.p.g.
	3	FIAT 600	K. Evans	60.08 m.p.g.
CLASS II	-	SIMCA ARONDE	C. M. Walker	57·03 m.p.g.
(1,000 to 1,600 c.c.)	2	FORD ANGLIA	M. M. Wallace	53.09 m.p.g.
	3	SINGER HUNTER	R. Hellyar	42.57 m.p.g.
CLASS III	1	TRIUMPH TR 2	R. B. Bensted-Smith	71.02 m.p.g.
(1,600 to 2,600 c.c.)	2	TRIUMPH TR 2 SALO	OON D. S. Done	64.86 m.p.g.
	3	TRIUMPH TR 2	G. Heaps	63·58 m.p.g.
CLASS IV	1	AUSTIN-HEALEY	H. G. W. Kendrick	48·36 m.p.g.
(over 2,600 c.c.)	2	<b>HUDSON RAMBLER</b>	J. M. Readings	44.44 m.p.g.
	3	JAGUAR XK 120	J. Fisher	43.81 m.p.g.
ALL	1	RENAULT 750	B. J. Cumbers	76·39 m.p.g.
COMERS	2	TRIUMPH TR 2	R. B. Bensted-Smith	71.02 m.p.g.
CLASS *	3	TRIUMPH TR 2 SAL	OON D. S. Done	64·86 m.p.g.
LADIES		BUCKLER Mk. V	Mrs. Joan Johns	40.6l m.p.g.

\* All cars entered in Classes I to IV were eligible for awards in All Comers Class.

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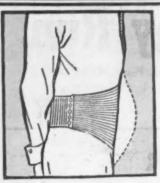
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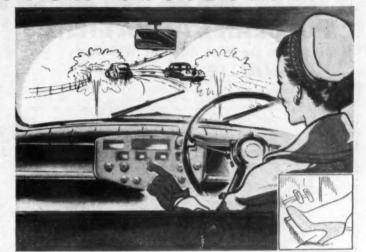
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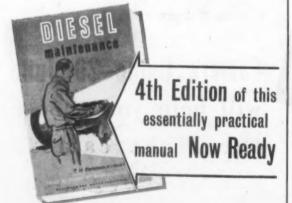
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1949 (Nov.) Sunbeam Talhot '80' saloom. Polychromatic bronnered hide. One owner. Taxed
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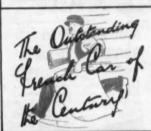
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A.C. drop head foursome, excellent condition, overhauled, details on request; £135.— Foley, "A" Camp. Barton Stacey, Winchester. 1936-7 A.C. drop head coupe, engine red ditioned this year, exceptionally coachwork; £185.—Brookside Motors, 102, High

1937 (19/11/36) A.C. Acedes drop head foursome condition throughout; £225.—Corner Garage, Gorton St., Blackpool Tel. 26838.

1953 A.C. 2-litre saloon, black with red leather, bellishers and wing mirrors, immaculate condition: 4725.—Linnell, The Square, Market Harborough, Leicestershire Tel. 2340.

1949-50 A.C.: this is a genuine one owner, really first-class example, finished black, maroon hide interior, all new tyres, new battery, twin chrome Notek passiamps, taxed yearly, 37,000 miles from new any trial or examination: £495.

MAIDSTONE ENGINEERING Co., Smethurst St., Penideton, Manchester, 6, Pen. 3457. [C3000]

1952 A.C. saloon, low mileage, in superb order throughout, perfect light green exterior, interior metal dose covers, a delightful car, will satisfy the most discriminating enthusiast; £685; written cuarantee; terms, exchanges; trade enquiries wel-

LIAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. (C4965

H. A. SAUNDERS, Ltd., Golders Green, require:-A.C. cars for cash.-140-144, Golders Green Rd., N.W.11. Speedwell 0011. fW4004 A LMOST new II. A.C. required immediately.—54. Streatham Hill. S.W. 2. Tules Hill 2676. W3016 R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3 Ham. 6041.

ALFA-ROMEO
1953 Alfa-Romeo 1900 model 4-door sal
miles only, finished duo grey and
fect condition.—36, Nottingham Place, W.I.

A LFA-ROMEO 1,750 s-ohc drop head, 1931, unusually good specimen inside and out, Dualifex rings, valves, brakes, king pins, shockers in last 8 months, 29mpg; £175.—Townsend, Headley Court, Epsom. (6161

BARTLETT will pay more for good Alfa-Romeos.—
27, Pembridge Villas, W.11. Bay, 0525. [W1013 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. [W4018/R CHILTERN CARS urgently require a 1750 Zagato or Castagna 2-seater, in exceptional condition—11s, Water Lane, Leighton Buzzard, Pedfordshire, Tel Leighton Buzzard 2060.

Alfa-Romeo Spares and Service THOMSON & TAYLOR (BROOKLANDS). Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9.

RICHARDS & CARR, Ltd., are always best value. 1952 M2X drop head foursome, exceptional type of the complex of th

#### SALES & WANTS

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[Clo25]

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Place, London, W.1. Tel, Mayfair 4576, [C1050]

Flace, London, W.I. Tel. Mayfart 4576. [C1050]

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1951 model Allard saloon, black/brown hide in-dition throughout, very carefully used, low mileage: £495; consider part exchange.—14. Bulkington Ave Worthing 1859.

G222-5-4

LLARD J2 Competition 2-seater, May, 1959, one owner; this is a genuine low mileage car, under 1,000, has never been used for racins; general appearance and mechanical condition is absolutely first class, colour mid-green original uninvoir unmarked. Ve engine and De Dion type rear axie; price 4850;—Available for demonstration and immediate delivery Bd., Branksome, Tel. Bournemouth 5850, 19682

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DICKS

1949 Alvis 14 drop head foursome coupe, attractive and roomy car: £495.

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N.6. Tel, Mountview 4444. (C20021
1955 extras, 8,000m, as new,
1952 charles, 8,000m, as new,
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BROOKLANDS: Alvis London distributors.

1955 models available; demonstration.

1954 Alvis T.C.21/100 saloon, radio, heater, 11.500 BUY or sell with confidence; guarantee.

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1952 Alvis 3-litre saloon, black/beige, one owner, DUNHAM & HAINES, 46, Castle St., Luton 2000-1.

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ALVIS 15hp saloon, 1957, excellent order; £225.— 11, Mantling Rd., Littlehampton, Tel. 128, 6548

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1939 Aivis Speed 25 Charlesworth sports saloon.

26 London depot of Aivis, Ltd. This car has been maintained regardless of cost, is fitted with the constitution of modifications, history available, guaranteed; £525—0. W. Wilkin, Ltd., 1. Weston Park, Klagston. [C4055]

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£535.—1948 Alvis 14hp sports 4-door de luxe saloon, total mileage 55,265, literally as new (evenings).—Guildford 4882.

£525 —1948 Alvis 14 saloon, carefully maintained; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1935 Alvia Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

SPEED 20 Charlesworth saloon, I.I.S., very good mechanically, upholstery and externally as new, one of best available.—Box 4745.

1952 3-litre saloon, low mileage, heater, immacular, imma

1948 Aivis 14 saloon, two tone; £495,—Montroe Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088] ALVIS Silver Creat, first registered Peb., 1936, fitted Ace wheel discs. £175 or nearest offer; privately owned.—Apply Witham Motor Co. Tel. Witham, Essex.

1934 Alvia 12bp Firefly 4-seater coupe, 6.000 miles teries, exceptional condition throughout; £175.—137.
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A LVIS 5-litre drop head coupe (Sept.) 1954. 4.5 seats; £1.500 ho offers.—To be seen Martins Garage. Looe. Cortiwall. Fare repaid purchaser. Tel. Plymouth 53815.

1939 Aivis Speed 25 4-door drop head saloon, auditiess mechanically; £295 or £100 down.—Bray Motors, 180-184, West End Lene, N.W.6. Rampicad 6490.

1938 Alvis Speed 25 saloon, high performan tained, finished zers, radio, heater, super a £355. Wardle Brus., Stamford Rd., Kettering, 2878.

15924
495 gus.—Aivis 14, October 1948 Tickford d.h. coupe.
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terms. exchanges. Itsi; open 9-7 week-days and Satur-days.—Rowland Smith, Hampstead (Hampstead Tube).
dampstead 6041.

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FOR your immediate purchase of your Alvis.

B. J. HUNTER Ltd., 22. Cricklewood Broadway, W2040
H. A. SAUNDERS, Ltd., Colders Oreen, require:— ALVIS cars for cash -140-144, Golders Green Rd. RW.11. Speedwell 0011.

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SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0591/R]

MANCHESTER.—Alvis repairers and spares, main A Lane. Manchester, 19. Rus. 2784-5. Burnage [0653/R

KINGSTON-ON-THAMES.—Aivis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden 8t., Kingston, Kingston 2241.

ANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507).

RAYMOND WAY.

RAYMOND WAY, East London Branch.

A Markon Wart, East Candon Fraince, whole car in original immaculate condition, original loose covers, all intact over spotless cord interior, extras include rim emission, suip; 229ms or £60 deposit. East hite purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of the control of the cont

SIMPSON'S offer:-

1955 with extras, castle grey over raven black, approximately 2 weeks' delivery.

1955 new Pontiac Chieftain r.h.d. 4-door saloon, approximately 2 weeks' delivery.

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1955 brakes and steering, radio, heater, all extras, and the sale of the couper, and the sale of the couper, and extras colour castle grey, power brakes and steering, all extras, all extras, all extras, all extras, and steering, all extras.

METCALFE & MUNDY, Ltd.

1951 Oldsmobile Rocket 88 saloon.

1951 Ford Customs saloon, r.h.d. 1950 Packard convertible.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064 HARRY DAVIES CAR SALES offer:—

£875 —1951 Nash (Rambler) convertible, com-new white walls, restyled interior, must be seen to be economical; only £215 down.

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£245 —Resd. 1945 Ford V 8 convertible, power hood, feederous part, exchange allowances of Baber carry 259, Eigh Rd., Willesder, N.W.10. Willesder 772, 259, Eigh Rd., Willesder, N.W.10. Willesder 772, 25,000 miles, overfrive, seat covers, excellent condition, one owner; 2650.—Hil. 3539.

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1954 show model, 5,000 miles only, tvory, leather interior, dual range hydromatic transmission, power of the stansmission, black and twory, whitewall tyres, 6,000 miles, new look.

1952 model Cadillac Series 62 sedan, Hydromatic transmission, black and twory, whitewall tyres, 6,000 miles, new look.

1953 Farms body, black and red, Whitewall tyres, leather interior, radio, heater and overdrive, low miles, as new.

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1953 (March) Pontiac Chieftain 4-door saloon.

1954 (March) Pontiac Chieftain 4-door saloon.

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1956 (March) Pontiac Chieftain 4-door saloon.

1957 (March) Pontiac Chieftain 4-door saloon.

1958 (March) Pontiac Chieftain 4-door saloon.

1958

WHITEHALL MOTORS (COVENTRY), Ltd., Coven-try Rd., Exhall, nr. Coventry, Tel. Bedworth [C4087]

1955 Studebaker Champion de luxe right-hand drive 4-door saloon, grey, fitted heater.—Winfield Motors, Mayfield Rd., Leicester. Tel. 58615, [6415

field Motors, Maynele Rd., Levesson.

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WELBECK MOTORS for new and used Armstrong Siddeleys:—
THE complete range of new Sapphires in atock for immediate delivery:—
PAR, far the largest selection of used Armstrongs:—

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1954 throatrong Siddeley Sapphire, pre-selection and red leather, mileage 10,000 approx, as new; £1,295, and red leather, mileage 10,000 approx, as new; £1,295, and red leather, mileage 10,000 approx, as new; £1,295, as new; £1,295

new; £775. Whitley 4-light saloon in black with brown milease 20.000 approx; £775. 1953 Armstrong Siddeley Whitley 4-light saloon, mileage afightly higher than the previous two cars; £775.

2750. (reg. November, 1949) Armstrong Siddeley this is an 18hp model with the latest type dashbased the condition of the car is virtually as new; £550. (November, 1948) Armstrong Siddeley mileage, pre-selector; the best earlier Typhoon biack with brown leather, low mileage, pre-selector; the best earlier Typhoon we have offered for a very long time; £850. SEVERAL cheap 1947 Armstrongs from £315.

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Severa

G&M ALPREDS (1956), Ltd.—1950 Armstron Lancaster. far above average.—6-1

ARMSTRONG SIDDELEY

ARNES, of Albemarle St., offer: 1953 Sapphire, pre-selective gear box, black, with brown hide, radio;

\$2.150.

1953
Sapphire, synchromesh gear box, 2-tone green, beige upholstery, twin carburettors, absolutely inmaculate condition; £1.550.

1951
26.000 miles, oge owner; absolutely immaculate condition; £1.550.

26.000 miles; excellent condition throughou; £956.—Shogwrooms, 28, Albemarie St., Wil. Hyde Park 9323. Spares and Service Steels Rd., Haverstock Hill, N.W.3. Primrose 4467.

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CAR MART, Ltd.

1953 Armstrong Siddeley Whitley saloon, heater, preselector, black with brown upholstery; CAR MART, Ltd., 320, Euston Rd., London, N.W.1. [C1039

GEORGE FITT MOTORS, Ltd.

1955 Armstrong Siddeley Sapphire Mark II saloon, automatic gear box, grey with red leather, teed; £1,795, etc., mileage under 3,000, fully guaranteed; £1,795, etc., mileage under 3,000, fully guaranteed; £1,795, etc., mileage under 3,000, fully guaranteed; £1,795, etc., full salone 2,000, full sal

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SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

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1948 model Armstrong Siddeley Lancaster saloon, servery good condition throughout; £385.

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L AMBS OF WOOD GREEN (Est. 1897), 100 guaran-teed cars; exchanges, hire purchase, 421-425, High Rd., Finchley (East Pinchley Underground), Pinchley 6222-5-4, (C2052

1953 Armstrong Siddeley Sapphire, dark grey/blue, and radio, one owner, shauffeur kept, 18,000 miles; £1,165.
DUNHAM & HAINES, 46, Castle St., Luton 2100-1.

1947 Armstrong 16hp saloon, black, brown leather DOUGLAS CAR SALES, 21, High St., Waltham Cross.

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Armstrong Siddeley models from their stock of 500 cars.
500 cars.
ARMSTRONG SIDDELEY 18hp Whitley saloon 1951, black, brown leather, manual synchromesh gears, the black, brown leather, manual synchromesh gears, black, brown leather, manual synchromesh gears, the saloon private chantleur; £595, maintained and driven by private chantleur; £595, ARMSTRONG SIDDELEY 18hp Lancaster saloon, late 1951, another genuine one-owner car, fault-lessly maintained and low mileage; £545, ARMSTRONG SIDDELEY 18hp Lancaster saloon 1949, attractively finished in pastel grey with red leather interior, guaranteed mechanical order; £465, ARMSTRONG SIDDELEY 18hp Lancaster saloon 1949, attractively finished in pastel grey with red leather interior, guaranteed mechanical order; £465, ARMSTRONG SIDDELEY 18hp.

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1952 (January) Armstrong Siddeley Whitley 4fully maintained by one owner since new £650.

GEORGE NEWMAN & Co., 369, Euston Rd. London,
N.W.I. Eus. 4466.

1950 Armstrong Hurricane drop head, on £595; written gurantee; terms, exchanges; trade en

quiries welcomed HAROLD SIMONS, Ltd., 597-401, High Rd., East Finchley, N 2 Finchley 0052-5-4 anytime. [C4065] 1948 Lancaster saloon, exceptionally well manual figure, along the saloon, exceptionally well manual figure, assessing the saloon of the saloo

1954 (June) Armatrong Sapphire, synchromesh gears, radio, green/green, one owner, under the bury. Berks. Tel. 1020. [597]

IMOUSINE, 1951/18hp, widest occasionals, reasonable mileage, excellent chassis, well maintained; £845.—Victoria Garage, Edgware, Cricklewood, 5029 Gladstone,

1954 Armstrong Sapphire saloon, 4,000 miles, one brand new £1,375.—G W. Wilkin, Ltd., 1, Weston Park, King con. Kin. 8104.

£200—Armstrong 16bp 1939, registered 1943, black, preselector, just completed trouble free continental four, new tyres, battery.—10, Barnettwood Lane, Ashtead, Surrey 512.

1951 Armstrong Hurricane drop head coupe, grey, red leather, many extras, sutstanding condition; £495.—Acres Autos, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002]

ARMSTRONG Sapphire 1953 (Nov.), grey, red leather, elec, g/box, 14,000 miles only and in first-class condition throughout: £1,150; fully guaran-teed.—50, Vauxhall Bridge Rd., S.W.l. vic. 2211, [6104 1952 Armstrong Whitley, 25,000 miles, radio and heater, manual gear box, excellent condition, taxed year; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

1953 with red integior, radio, Rimembellishe chassis unsealed very carefully used; it. 195.—He Henlys Corner. North Circular Rd., N.W.11. Find 0031.

1955 Armstrong Siddeley Sapphire saloon, twin twe price, 4 month's guarantee—forem & Zonis, Ltd. 246/252. Deansgate, Manchester, 5. Tel. Deansgate 3525-8.

JLSONS. "The Enthusiastic Owner-Agents," have a carefully used 1954 Sapphires for sale: from \$1.325; demonstrations any des including Surface, b.p. up to maximum period. "A cre Lan. 5 %"; Surface, and the control of the control of

£1345.—Armstrong Siddeley Sapphire 1954, pre-main agents and very little short of new written that the state of the state of the state of the written of the state of the state of the state of the Ltd. 1176. Christchurch Rd. Boscombe East, Bourne-mouth. Southbourne 45544.

mouth. Southbourne 45544

ARMSTRONG SIDDELEY 7-seater Special Landaulette. well maintained 1938 model used by the
Mayor, excellent tyres, good appearance and mechanical
condition, suitable hire work, etc.—Form of tender and
particulars from the Borough Engineer, Town Hall,
[6417]

1952 Armstrong Siddeley Whitley saloon, manual covers, spot lights, too light, heater; exceptional specific property of the specific property of the specific property. Fel. Epson 98.6, Upper Light Street, 28-34, Upper Light Street, 28-34

ROWLAND SMITH'S, the Car Buvers.—Highest cash prices for Armstrong Biddeley.—Hampstead (Tube), N.W.S. Ham. 6043.

[W4018/R

WELBECK MOTORS, Ltd., 107, Crawford St., Lon-don, W.1 (officially appointed Armstrong Siddler agents), would very much like to buy your Sapphire or earlier Armstrong it it is quite perfect and exceptional for its rear.—Kindly Tel. Welbeck 1139, [W4049] H. A. SAUNDERS, Ltd., Golders Green, require

ARMSTRONG SIDDELEY cars for cash -140-141.
Golders Green Rd., N.W.II. Speedwell 6011.

Armstrong Siddeley Cars Wanted
A LMOST new Armstrong required immediately.—54,
Streatham Hill. S.W.2 Tulse Hill 2676. (W3016)

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epson 3901. (W4085/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley,—Tel. Sta. 8000. Seven Sisters Rd., Tot-tenham, N.15.

PASS AND JOYCE, Ltd., England's largest distri-butors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St. W.I. Museum 1001. [0635/R

Armstrong Siddeley Spares and Service

A RMSTRONG SIDDELEY specialists; complete overhauls and engineering service: 48-hour exchange
againe and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxe, exchanges, reconditioning
R8 hs.—Arcot Eng., Ltd., 169, Fulham Rd.,
Chelsea, S.W.3. Ken. 7501 and 7521.

FULL repair and overhaul service for Armstrong cars. -Harman, 24. Astwood Mews, S.W.7. Fremantie [0797/R

WILSONS. "The Enthusiastic Owner-Agents." are W pleased to offer "Service that Excels." "54. Acre Lane. Sw2. Briston 4011, or 1.5, Dorking Rd... Epsom, Surrey. Epsom 5901. [S4085/R

PASS & JOYCE, Ltd. 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deangate 6151.

PASS & JOYCE, Ltd. England's largest distribu-tors for Armstrons Siddeley, extend to their valued clientele the facilities of the Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N. W. 9. (Colindais 5431).

ROSE & YOUNG, Ltd., offer:-

H.M.V. radio and Al-Fin brake drums, as new, moon-beam grey; £1,965.

H.M.V. radio and Al-Fin brake drums, as new, moon-beam grey; £1,965.

H.M.V. radio, exceptional condition, black; £1,795.—65,69, Sternhold Ave., Streathan Hill, S.W.2 (1 min. Streatham Hill Station). Tuke Hill 6468.

CARTWRIGHT, HAMILTON CARS offer:-A STON MARTIN 5-litre DB4, light metallic blue, genuine low milesue car in outstanding condition complete with radio, heater and Michelin X tyres. London office: 282. Kensington High St. W.14. W.207.

COOMBS & SONS (QUILDPORD), Ltd., offer:-

1954 Aston Martin DB2-4, 2.9 engine, colour red with beige upholstery, 9,000 miles only; £2.175.

COMBS & SONS (GÜILDFORD). Ltd., St. Cather-ine's, Fortsmouth Rd., Guildford, Surrey, Tel. Guildford 62907-8-9. A STON MARTIN DB2-4 sports saloon, 3-litre, 1954

THE above car is offered for sale with low mileage and in superb condition at a reasonable figure; surely a car for the connoisseur; seen by appoint-ment. Tel. Coine 759 or 782.

Ment. Tel. Come 739 or 1822.

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

Welwyn 481-2-5, offer: alson, finished grey, radio,

1952 Aston Martin tyres, Vantage engine, excellent condition throughout; £1,555; maximum, h,

terms available.

1939 - litre Aston Martin drop head coupe, repistons, etc., good tyres, smart; £525.—F. Breaker, 296,
Cowley Rd., Uxbridge, Middx.
1955 - Aston Martin 5-litre DB2-4, one owner,
£505.—Taylor & Crawley, Byde Fark Corner, 35,
Orosvenor Crescent Mews, &.W.1. Sloane Salls (Cd056

Orosvenor Crescent Mews, S.W.I. Sloane S213. (C4056

ASTON MARTIN D82-6 saloon, 1954, one owner
only, total mileage under 14,000, recently checked
over at works and in perfect condition throughout.—
Bristol Repetition, Ltd., Feeder Rd. Bristol, 2, (6125

SUPER Sportsman chance of a lifetime, Aston Martin
D82, 1951, recently completely overhaused, terrifice
performance; sacrifice, £1,595; owner going abroad;
terms arranged.—Tel. Etham 6464 or write Box 4455.

205 sns.—Aston Martin 1938, 15,698 2-liter should
condition; terms, exchanges, list; open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Eampstead Tube). Hampstead 69041.

ASTON MARTIN 1954 (September) DB2-4 sports
Asaloon with Vantage engine, H.M.V. radio, Aifin
brake drums, Lifeguard tubes, extra silencer, mileage
5,200, colour blue, as new in every detail; £2,250.—
Day & Mansell, Ltd., Hall St., Dudley, Wore. Tel.
Dudley 3467-8.

H. BARTLETT.—Aston Martin 1955, DB2-4.

J. H. BARTLETT.—Aston Martin 1955 DB2-4, Vantage
J. engine radio, Michellu X tyres, 15,000 careful
miles priobably the best example available to-day,
£1,550; Aston Martin 1958 2-litre drop head 2-seater
coupe, outside exhausts, special head lamps, 6in rev
counter and speedometer, telescopic sheek absorbers,
twin horns, spotlight, etc. finished in black and grey
with grey leather unbulstery, £285,—27, Pembridge
Villas, W.11. Bay, 503.

Asten Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aaton Martins. — 27. Pembridge Villas, W.11. Bay. 0525. [W1019] A STON MARTIN cars wanted for cash; full details Friary Motors, Ltd., Old Windsor, Windsor 2002

Asien Martin Spares and Service
PRIARY MOTORS, Ltd., sole suppliers of spares,
including reconditioned engines, for all Asion Martin
cars produced up to 1940; specialised servicing facilities;
0799/R

Simpson Motors (Wembley), Ltd., English Car Sales Division, offer;—1938 Austin 7 Ruby tourer, £165; 1939 Austin 1938 (Fabous, £225.—555, Figh Rd., Wembley, Midds, Tel. Wembley 4422.

145 gns.—Austin. Big-7 1938 de luxe saloon, silding head, leather, very good condition, terms, exchanges.—Rowland Smith, below.
95 gns.—Austin 7, 1835 Ruby saloon, unworn spare.
Smith xeellenic condition, terms, exchanges.—Rowland

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. (W4018/R AUSTIN A30

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N. 20. Tel. Hillside 6621, offers:—1954 autholstery, heater, mileage 7,000, immaculate condition: £405.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whe'stone N.20, Tet. Hillside 6621. (C5042 PHILIP RICKARDS, Ltd., offer:-

1954 (August) Austin A30 4-door saloon, heater grey/red, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3 [C305]

H. A SAUNDERS, Ltd., Golders Green, offer:-

1955 Austin A30 7. limited number of orders now acceptable from proven essential users, for delivery aboat, from £475/14/2, demonstrations, easy terms, brobuset, application forms on request from:—140 M.W.II. Speedwell 0011 (10 lines). [C4004]

A USTIN A30 1954 2-door, black/red, 4,000 miles, 16508 1955 Austin A30, heater: £495.—L. F. Dove, Ltd

BRUTONS.—1955 Austin A30 Countryman, 200 miles, grey, as new; £595.—la, Lenham Gardens Mews., [C1104]

1955 Austin A30 4-door saloon, blue, beige leather, ones; deposit £106; £825.
McLAREN & COX. Ltd., \$28, High Rd., North Finchley, N.12. Tel. Hillside 0560/3555. [C5033

PRIDE & CLARKE, Ltd.—1954 Austin A30 2- & 4door saloons, low mileage, heater, choice from
£489; 1935 low mileage, heater, choice from £489;
terms 15% deposit, balance over 2 years, exchanges,
lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251.

Austin A38 Cars Wanted

CAR MART, Ltd., London distributors, are enxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.

CAR MARR. Edd., 586., Streatham High Rd., 10952/R

H. A. SAUNDERS, Ltd., Golders Green, require:-AUSTIN A30 cars for cash.-140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Austin A50.—Hampstcad (Tube), N.W.3, Hams, 6041.

Ham. 6041.

AUSTIN EIGHT
Simpson MOTORS (WEMBLEY), Ltd., English Car
Sales Division, offer:
1939 Austin 8 asloon; £175.—355. Iligh Rd.,
Wembley, Middx. Tel. Wembley 4422
Cools

A USTIN 6 1946 Tourer, recellulosed, new gear box, battery and tyres, excellent condition; £185.— 1946 Austin 8 4-door saloon, as new: £325.—Jack Hen. 8011-2. (C363

1947 Austin 8 saloon, black, very clean and sound; 2540.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312.

295 sns.—Austin 8, 1947 saloon, sliding head, leather, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Mampatead Tube). Hampstead 6041. [C0308

9-7 ucca-may a treat Tube). Hampstead over-stead (Hampstead Tube). Hampstead over-stead (Hampstead Tube). Highest cash ROWLAND SMITHS, the Car Buyers.—Highest cash prices for Austin S.—Hampstead (Tube). N.W. (W4016/R

Ham. 6031. AUSTIN TEN

245 sna.—Austin 19 December 1946 saloon, sliding head, leather, one other; terms, exchanges.—Rowland Smith, belo 1946 Shetorne saloon, leather, 69 sna.—Austin 1946 Shetorne saloon, leather, head of the saloon of the s

Delow. Austin 10 1933 2-seater, leather upholstery, good tyres; terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 6041. (Coloils

1947 Austin 13 4-dr. saloon black, good condition.
licences: £335.—F. L. Cranmore, Ltd., Tel.
Close

AUSTIN TEN
1938 Austin 16 de luxe saleon, in post-war
Motors, 180-194, West End Lane, N.W.6. Ham

1946 Austin 10, black with brown leather, a only: £345.—Tom Allery Automobiles, 68, Hill Wimbledon 3848.

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube). N.W.3.
[W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, King-ston Hill, Surrey Tulse Hill 2768. [W2037] CAR MART, Ltd. AUSTIN A40

LONDON Distributors.

1953 Austin A40 Somerset saloon, heater, blue with brown upholatery: £595.
1953 Austin A40 Somerset coupe, radio, heater, the saloon of the sa ELITE MOTORS offer:-

1952 Austin A40 sports, grey, heater, twin spots, milesue, rautiless condition; 2535.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balbam 1200 (20 ilnes). [C2005]

1952 Austin A40 Somerset saloon, in beige, heater one owner £525,—407. High Ed., N.12 (205).

H. A. SAUNDERS, Ltd., offer:-

CHOICE of several small mileage models from £565. 836-842, High Rd., N.12. Hillside 5272 (8 lines).

DHILIP RICKARDS, Ltd., offer:-

1952 Austin A40 Somerset, grey/blue, 28,000 Brick St. Park Lane, London, W.I. Tel. Grosvenor 4772-5.

C.M.I. CAR SALES (Pri. 6623) offer:-

1953 (late) Austin A40 Somerset, green, heater,
Three months' guarantee, terms; list on application,
Swiss Cottage, Finchley Rd., N.W.S. [Closs

H. A. SAUNDERS, Ltd., Golders Green, offer:-

1955 Austin A40 Cambridge, limited number of orders now acceptable from proven essential users for delivery ahead; from £649.19.2. demonstrations, easy terms, brochures, application forms on re-

1955 A40 Countryman limited number of orders been scorepide from priven essential user for delivery absent 272.2 m priven essential user for delivery absent 272.2 m priven essential user 1978.2 m priven produces, application forms on request from:—144. Golders Green Rd. Golders Green 140 N, vi.1. Speedwell 0011 (10 lines). (C4004.11

1954 A40 convertible, one owner, 12,000 miles; £635.

1950 A40 Countryman, one owner; £385.—Hol'and
Park Autos, 142, Holland Park Ave., Will.

1954 Austin A40 Somerset, radio, heater, one 1953 Austin A40 Somerset, E585,—Below. 1952 Austin A40 Somerset; £545.—Below.

1951 Austin A40 Devon; £495.—Below.

LL above are one-owner, low mileage cars and each List fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.

ford. Middx. Tel. 2960. (Camp. Science of the care with white guarantee WE offer a late 1950 A40., grey with brown interior, hitself eater, new tyres. £495 with new ensine to be nited for purchaser: part exchange your car or motor cycle and here the balance put on hire purchase. SLOCOMBES, Ltd., Car Division, Willesden 4969.

SLOCOMBES, Ltd., Car Division, Willesden 4869.

(G0017

SIMPSON MOTORS (WEMBLEY), Ltd., English Car

Sales Division, offer:—

1952 Austin A40 Countryman: £495.—355. High

1952 A40 sports, in very good condition through
city: £45.

SCOTT CARS, 547, Finchley Rd., London, N.W. 3.

Tel. Hampstead 7779.8676.

1953 Austin Somerset saloon, grey and beige,

varieth Romerset, sunshine roof, leather,

worth Rd., SE.17, Rochey 7111-2.

(2088

1954 model Somerset, sunshine roof, leather,

the Alexander State Country of the Country of t

WESSEX MOTORS, Bridge St., Andover, part of the Healy organization, offer from a stock of over

250 cars:—
1953 (Nov.) Somerset, black/brown leather, fitted
heater, spot, sun roof, one owner, 13,000
miles.—Tel. Mr. Hallum at Andover 2326. [C4087

1954 blue A40 coupe. fitted heater, overriders, upholstery one careful owner, exchanging for larger car; £620.—Henley 598 (evening). 1954 Austin A40 Somerset saloon, one owner, grey with red. heater, 14,000 miles; £620.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty

£410 c.n.o.—1949 Austin A40 saloon, heater, cellent condition throughout.—Staines 4 1954 A40 coupe, 6,000 miles, red/black, heater, well Rd., Canterbury. Tel. 4836.

well Rd. Canterbury. Tel. 4836. [6331] \$\frac{4555}{1!!} -1982-3 Austin AdO Somerset saloon, leather upholistery, many extras, only one owner, faultlessly maintained.—Below. \$\frac{445}{1!} -1950-5! Austin AdO, sunshine roof, \$\frac{1}{445}\$ !leather, outstanding example. \$\frac{1}{445}\$ Austin AdO, sunshine roof, \$\frac{1}{445}\$ !leather, outstanding example. \$\frac{1}{445}\$ Austin AdO, \$\frac{1}{45}\$ High red cars; exchanges, hire purchase, 421-423. High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4.

1953 A40 sports, 12,500 miles, loose covers, heater, foram's Are, Loughton, Essex.

1953 model A40 Countryman, really nice order; Eigh St., W.14. Tel. Western 2516, Kensington Eigh St., W.14. Tel. Western 2516

1952 Austin A40, pale green, heater, speedo read-ing 39.155; £505.—G.N., Ltd., 278/280, Bal-ham High Rd., London, S.W.17. Bal. 1033. [6272

ham High Rd., London. S.W.17. Bal. 1035. [5272]

49 Stus.—1952 Somerset saloon, heater, taxed Dec.—Lawton-Goodman. 135. Cricklew of Broadway. N.W.2. Gladstone 2254. [C2022]

1953 Austin A40 Somerset saloon. 2-tone colour. Colour. 105 Austin A40 Somerset saloon. 2-tone word. 105 Austin A40 Somerset saloon. 2-tone model. 105 Austin A40 Somerset saloon. 105 Austin A40 Austin A40 Austin A40 Austin A40 Austin A40 Austin A40 Austin

1949 Austin A40 saloon, beige, heater, mechanic-antee, terms, exchanges, trade enquiries welcomed. HAROLD SIMONS, Ltd., 397, 401, High Rd., East HFinchley, N.2. Finchley 0052-5-4 any time.

11 Finchley, N.2. Finchley GOS2-2-4 RHY LINE (C4085) 1952 model G.S.3 saloon, fitted heater, excellent ston Rd., N.W.6. Mai. 4723. [Citorian and Catterian a

1952 A40 Somerset saloon, grey, de luxe equipolo.
2595.—G. S. Hall, Ltd. 302, King St., Mammershith.
W.6 Riverside 2881.
1949 Austin A40 saloon, grey beige leather, heater, sun roof, immaculate; £445.—Vare Mo'ors, 472 Archway Rd., Highgate, N.S. Mountview (2007) and 5306.

1039 and 5506.

1954 (June) A40 Sofinerset coupe, 13,000 miles of the coupe, 120,000 miles of the coupe, 15,000 miles of the coup

1954 Austin A40 Somerset, black/brown leather, the A40 Somerset, black/brown leather, de Root L4d, 25 East Hill, Wandsworth, S.W.18 (few minutes Capham Junction). Batt, 2252. [C3022]

1951 (Sept.) Austin A40 Devon, G83 model with steering column gears, green with brown in-lerior, one osteric £525.—Hillwood Motors, Mill Hill (London) 4252.

1951 (August) Austin A40. G.S.3 steering column gear change, black brown leather, radio, heater, screen washers, taxed year, all very good tyres;

E505.
A L'IWOOD GARAGE, Altwood Rd., Maidenhead. Tel.
A Littlewick Green 70: evenings and week-ends. Littlewick Green 5076.
Clio7

1954 A40 convertible, heater, 10,000 miles, loose
covers, spotlamp, immaculate condition: 5825.
Scidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel.
Scignavia 5721.

1949 Austin A40 saloon, mist green, sun rook, rems, exchanges.—Northways Garage, Swiss Oottage, 105026

N.W.3. Primrose 1127 [CS926]
1953 (Nov.) A40. immaculate, 14,000. one careful Underseal: many extras, recent complete check by Austins; £590.—94, Palewell Park, S.W.14. Prospect 4016.

4016. [53-32]

TANKARD & SMITH Ltd., offer 1949 Austin A40
saloen grey/beige uphoistery, heater, twin spitalings: Ace Rimbellishers, specifient condition: £445;
3 months written guarantee.—194-198, Kings Rd.,
Chelsea, S.W.3. Flaxman 4901. [C4025

595 sns. Austin A40 1954 model Somerset saloon, small milesge: terms, sexchanges, list; open 9-7 week-days and Salutdays. Rowland Smith, Hampstead Gul, (C4018

PRIDE & CLARKE, Ltd.—1954 Austin A40 convertible blue/blue, 12,000 miles, heater, £649; Sun aaloon, cream/red, low milesge, heater; £669; terms 15% deposit, balance over 8 years; exchanges, lists, guarantee.—Stockwell Rd. 8, W.9. Brixtones, lists, guarantee.—Stockwell Rd. 8, W.9. Brixtones,

1953 (Nov.) Austin A40 Somerset saloon, beige, A40 G85 Devon saloon, black, heater steering columniance, £495; also 1952 Austin change, £495; also 1950 Austin A40 Countryman, green, new engine, brakes relined, perfect, £445,—Hale Motors, Ltd., Tot. 7771 (4 lines).

1953 Austin A40 Somerset drop head coupe, Coronation blue, dark blue leather and hood, radio,
heater, Ace Rimbellishers, apot lamps, etc., a sporty
looking car, ideally suited for family or business,
guaranteed for 3 months, it's a honey and won't be
with us long; £599; hire purchase arranged on the spot
by our own department—Bristol Street Motors, Lid.,
Ford Distributors, 164/162, Bristol St., Birmingham
Tel. Midland 5661-5 or 3003-6.

Austin A48 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.S. (9957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest eash prices for Austin A40.—Hampstead (Tube), N.W.3. [W4018/R

1949-50 A40.—Plazman 0515. H. A. SAUNDERS, Ltd., Golders Green, require:-

A USTIN A40 cars for cash.—140-144. Golders Green Rd., N.W.11. Speedwell 0011. W4004 PRIVATELY owned Austin A40.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037

A LMOST new A40 required immediately.—54. Streatham Hill. S W.2. Tulse Hill 2676. [W3016 A40 buyers.—Motourists (London), Ltd.. Great North Rd., East Finchley Station, N.2. Tudor (W3018

AUSTIN A50

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Austin A50 Cambridge, limited number of orders now acceptable from proven essential users for delivery ahead; from £878.5;70, demonstrations, asset terms, brochures application forms on request from:

140 - 144. Golders Green Rd. Golders Green. 140 - 144. Golders Green. 145. Golders Gre

A USTIN A50, Chelsea grey, red upholstery, 3,000 miles only, £760.—Steele Griffiths, London, S.E.S.

1955 Austin A50 Cambridge de luxe salon, black, 8,000 miles; owner going abroad: £700 or nearest offer.—Wright, 112, Central Ave., Hounslow, Middlesex, Hounslow 5003.

Austin Ase Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edware Rd., N.W.S. Bendon 6500. [0058/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

H. A. SAUNDERS, Ltd., Golders Green, require:—
A USTIN A50 cars for cash.—140-144, Golders Green
Rd., N.W.11. Speedwell 0011.

AUSTIN TWELVE
SIMPSON MOTORS (WEMBLEY), Ltd., Inglish Car
Sales Division offer:—
1939 Austin 12 - 4-door saloon, very clean car,
E245; 1947 Austin 12 saloon, £865.—355,
High Rd., Wembley Middx. Tel. Wembley 4422. [C4015
1940 Austin 12. completely recellulosed, excellent
enchanically: £275.—Kirkdale Cars. Cobbs
Corner, Sydenham, S.E.26. Sydenham 6129. [C2068
£165—Ascot saloon, 1938, clean, good tyres.
£165—heater, reconditioned engine last year, new
brake drums and steering ends.—Tel. Flinchley 16552.

1939 Austin 12 de luxe saloon, '47 features, excel-lent condition: £235, exchanges, terms.— Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5996.

Park 9704 and 5958. [CS094]
165 gns.—Austin 12 1937 Ascot saloon, fawn, sliding exchanges; ilst; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1938 Austin 12.4 saloon de luxe, very clean car, 1938 in excellent order: £195, or £65 deposit, balance over 18 months; many others; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7103.

£75 deposit.—1935 model Austin 12 blue sunshine car, £225; trade enquirtes welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Eusten 2700 and 86 2059.

Austin Twelve Ear Wanted

Austin Twelve Care Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 12.—Hampstead (Tube). N.W.5.
[W4018/R

AUSTIN FOURTEEN A USTIN 14-6 coupe, golden body, only two owners, Nov. 1932. but in lovely condition; £85.—Kiddeys Garage, Harberson Rd., S.W.12. Balham 2531. [6229]

CAR MART, Ltd.

LONDON Distributors. 1951-2 Austin 16hp hire limousine, heater, black with brown upholatery; £695.

CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6.
Hither Green 1001.

1946 Austin 16. in very good condition; £325. SCOTT CARS, 347. Finchley Rd., London, N.W.3.

D Tel. Hampsteed 7779/8676. [C4016 £375]:11-1949 Austin 16 saloon, leather upholstery, L AMBS OF WOOD GREEN (Est. 1897). 100 guaran-teed cars exchanges, hir purchase. 421-423, High Rd. Flinchley (East Finchley Underground). Pibehley 222-5-4.

AUSTIN SIXTEEN

A & S for guaranteed 16hp Hire Limousines, Choice of four, 1951/53, from £695.835,
LPE and SAUNDERS (Limousines Purchased) Providence Gourt, North Audley Street, Mayfair 2941.

1946 Austin 16, black, one owner, good condition 1947 Model Austin 16. outstanding condition; -Kirkdale Cars, Cobbs Corner, Syde 8.E.26. Sydenham 6129

HEARSES, Hearses, Hearses. We can supply bearer or deck hearses on the 18 h.p. chassis. Brochures A LPE AND SAUNDERS (COACHBUILDERS).
Station Approach Kew Gardens. Richmond

1949 model Austin 16 saloon, reconditioned en-gine, guarantee; £325; payments —Vaughan. 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

HIRE car limousine, 1951-2, forward (ccasionals, reasonable mileage, carefully maintained; £695.—11. Kendrick Place, South Kensington 6916. [C1103

1948 (Sept.), radio and heater, a beautiful car, sliding roof; £415. Terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920.

1947 Austin 16 4-door saloon, black, brown leather, heater, very carefully used, excellent condition throughout, guaranteed; £355.—Kings Motors, 1. Righ St., Hounslow. Tel. 5532.

High St., Hounslow. Tel. 355z.

1951 Austin 16hp shooting brake, really exceptin ash; built on Austin l.w.b. taxi chassis at cost
di over £1,000 and is as new; £255; part exchange
welcomed.—Enterprise Garage, Paringdon (Berks)

A&S Limousines, 16hp Hirecars required urgently, highest prices, immediate payment. APE & SADNDERS, Ltd., Providence Court, North Audley Street, London, Mayfair 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3.
[W4018/R

HIRECAR limousine, 1951-2-53, urgently required details, please.— "Woodbury," Sheen Common Drive, Richmond.

AUSTIN A70

CAR MART, Ltd.

LONDON Distributors.

1954 Austin A70 Hereford saloon, sliding head, heater, blue with blue upholstery; £640.
1952-3 Austin A70 Hereford saloon, radio, heater, black with brown upholstery;

1952 Austin A70 Hereford saloon, heater, green with brown upholstery; £485.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5.
Ealing 6600. [Clo39]

1954 Austin A70 saloon, low mileage; £650.

NEWHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646.

GLANFIELD LAWRENCE offer:—

GLANFIELD LAWKENUS assertion of the control of the

H. A. SAUNDERS, Ltd., offer:-

H. A. Savistin A70 Hereford saloon, black/brown 1953 Austin A70 Hereford saloon, black/brown 836-842, High Rd., N.12, Hillside 5272 (8 lines), (C2027 A LLAN TAYLOR (MOTORS), Ltd., offer:-

1950 Austin A70, grey, heater, taxed to December: HiGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines).

HIGH St., Wandsworth, (3258)
1953 model Austin Hereford, black, radio and heater, perfect: £550.
SCOTT CARS, 347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779; 8676.
SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer;—
1951 Austin A70 utility, ash body; £525,—555, Austin A70 utility, Midx Tel. Wembley, (C4015)

1949 Austin A70 saloon, one owner: £395: 5 Morth Morton St. 100 owner: £395: 5 JACK WILLIAMS MOTORS, Ltd., 169, Priory Ed., Hornsey, Mountview 5228 & 5774. AUSTIN 1950 A70 grey, brown leather, good tyres, heater; £425.—Walton-on-Thames 2876. [6244

1950 Austin A70 brake, super condition through-dame, Streatham. Pollards 2100. [6045]

1953 Austin A70, black, sunroof, radio and heater, one owner; £595.—Vanderrells, 215, Haverstock Bill, N.W.3. Frimrose 4441.
1952 Austin A70 maloon, fitted with heater, one owner; £510.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremanile 3515.
1950 Austin A70, green, brown leather, heater, fore damp, screenwashers, one owner; £425.—Davies, Queen's Hill, Ascot. Ascot 1313 after 6 p.m.

1951 (Aug.) Austin A70 saloon, black, leather.
County Garage, Sackville St., Manchester, 1. Central

AUSTIN A70

1954 Austin A70, black, red uphoistery, heater, bush Ltd., 312, Earls Court Rd., Löndon, S.W.5. Fremantle 6401-5.

1953 (July) Austin Hereford saloon de luxe, heater. 1953 (July) Austin Hereford saloon de luxe, heater. 15,000 miles one owner; £595.—Brew Brothers, Ltd. 135 Old Brompton Rd., S.W.T. Fre-mantie 3535. mantie 3533.

1954 Austin A70 saloor, black with brown interior, full de luxe equipment, excellent condition 2635.—Dixon's Garage, 154, West Hill, Putney, S.W.15. (Clor's Core)

Pulney US98

1952 Austin Hereford, fitted heater, loose covers, one overer, immediate; #488.—B. S. Currie & Co., Ltd 105 Westo rne Grove, W.2. Bayswater (C105)

1953 model (December 24, 1952) A70 Hereford saloon, one owner, carefully maintained; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8.

1952 Austin A70 Hereford green/brown heater; £325, exchanges.—Naylor & Root, Ltd. 25, East Hill, Wandsworth, S.W.12 (few minutes Clapham Junction). Batt 2282.

Junction). Batt. 2252. (70022)
1954 Austin A70 black saloon, brown leather, used mileage; £660.—Osborne, Coppins, Rowhills, Heath End Farnham. Tel Aldershot 2525. (6181

1952 Austin Hereford, 18,000 miles only, H.M. V. radio, a perfect specimen, written guarantee; £568.—Londoin Cars. 592-6, Greenford Rd. Greenford, London Waxlow £648/4407. (2007)
1953 Austin A70 Hereford saloon, fawn, fitted worder, low milesge; £585.—S. Bowen & Fon, Hillande Garage, Edgware, Tel. Edgware 4464. (1028)

1953 Austin Hereford saloon, low mileage, one maculate appearance, excellent performance; £625; written guarantee; terms; exchanges; trade enquiries welcomed.

weiconed.

HÄRÖLD SIMONS, Ltd., 597/401, High Rd., East
HPinchley, N.2. Pinchley 0052-2-4 any time
1953, Jastin A70, sliding roof, heater, one even of the control of the c

Tel. Epsom 9400. [C2001]
1954 Austin A70, green, 11,000 miles only, one Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). Open 9 a.m.-730 p.m., and Sunday mornings (for inspection).

Mornings (for inspection). [C2000]

AUSTIN A'00 Hereford Countryman (late 1952), this vehicle has been carefully maintained and is in absolutely perfect condition, inside and exterior unarked, mileage 20,000, a very rare and much sought after vehicle; £685 or consider part exchange.—Finch-

Austin A78 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition, CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 Hendon 6500. H. A. SAUNDERS, Ltd., Golders Green, require:

H. A. SAUNDERS, Ltd., Golders Green, require:—
A USTIN A70 cars for cash.—140-144, Golders Green, Rd., N.W.II. Speedwell 0011.
A LMOST new A70 required immediately.—54
Streatham Hill, St. W.2 Tulse Hill 2676 [W8016
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampsted (Tube). N.W.3. Ham 6041
X XX Excellent cash prices paid for good Austin A70 cars.—H. F. Edwards, 28-50. Upper High St., Epiom, Surrey. Tel. Epsom 9400. [W2007]
AUSTIN A90
CAR MART, Ltd.
CONDON Distributors

LONDON Distributors.

ONDON Distributors.

1952 Austin A90 Atlantic galoon, heater, grey with grey upholstery; £595.

C.R. M.R.T. Lid., Weish Harp. Edgware Rd., London, M.W. Bendon Sollescen 4869, for cars with unleque guarantee.

V. B. M. G. M. Willescen 4869, for cars with unleque guarantee.

V. Atlantic saloon in black with luxurious red leather interior, heater, screenwashers, 4 new tyres, taxed year, really fine chassis, a very quick and confortable town or country carriage; £575, part exchange your car or motor cycle and have the balance put on hire purchase. SLOCOMBES, Ltd., Car Division, Willesden 4603.

1951 A90 hard top: £485.—John Grav. 20. Hermitage Lane N.W.2. Speedwell 1242. [C2026] A 90 sports saloon 1951, immaculate, heater, perfect order; £455.—E. Odell, Burn

1952 A90 hard top, excellent condition, one owner 2560.—Kirkdale Cars. Cobbs Corner. Syden ham, S.E.26. Sydenham 6129.

1950 Austin A90 Atlantic electric d/h, radie, heater; £465.—Kent Kars, 445, Purley Way, (£260

Croydon 6229. [6200]
1951 leather, several extras including hester, truly magnificent motor; £555.

D'OGLAS CAR BALES, 21, High 8t., Waltham Cross, Tel. Waltham Cross, 4723, 4124. [C1075]

1952 Austin A90 Atlantic hard top saloon, blue/
throughout; deposit £15; price £565.
McLAREN & COX. Ltd., 928. High Rd., North
Frinchley, N.12. Tcl. Hillsate 0566/9955. (CS085)
1951 (Sept.) Austin A90 saloon, radio, heater.
£525 o.n.o.—W.Cdr. Shaw, E.A.P., Newton, Notting-

AUSTIN ASS 1950 Austin ASS electrical convertible: £465.— Montroe Motors (N. R. Bouwell), 51/05. Epping New Rd., Buckhurst Hill, Essex. Tel. 1/71-2.

A USTIN A90 Atlantic convertible, all-electric, manically perfect, class winner 1955 "Daily press" Rally, 2nd in class 1954; two-tone green, racreenwashers, covers; offers wanted,—Walker, Bisl House, Great Bowden, Market Harborough 2556 day, 2923 night.

Austin Ass Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—37, Davies St., Orosvenor Square, W.I. Mayfair 501, 60059/R

H. A. SAUNDERS, Ltd., Golders Green, require AUSTIN A90 cars for cash.-140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

A90 Atlantic convertible wtd.—R. Cooper, 40. Aldergate, Tamworth, Staffs. Tamworth 1100

B. J. HUNTER, Ltd., offer:-1955 Austin Westminster saloon, 600 miles only, B. J. HUNTER, Ltd., 28, Cricklewood Broadway, [C2040]

C.M.1. CAR SALES (Pri. 6623) offer:-1955 Austin A90 Westminster de Juxe, nominal mileage; £835.

THREE months' guarantee, terms; list on application.

Swiss Cottage, Finchley Rd., N.W.J. [C1051

H. A. SAUNDERS, Ltd., Golders Green, offer:-1955 Austin A90 6 Westminster, limited number tial users for delivery ahead. from 2791/12/6, demonstrations, easy terms, brochures, application forms or

140 144. Golders Green Rd., Golders Green. Rd., W. 11. Speciwell 0011 (10 lines). [C4004] 1955 Austin A90 Westminster de luxe saloon, genuine 2,000 miles; list price.
R IPCO, Ltd. (Austins purchased), 16. Albemarle St., Mayfair, London, W.I. Hyde Park 2952-54

1955 Austin A90 saloon de luxe, colour blue, de-livery mileage only, taxed year; £875.—W. G. King, Bishops Lydeard, Taunton. (6150

1955 (May) Austin Westminster, black with brown upholstery, 190 miles only, genuine reason for sale, taxed for year; £854.—L. F. Dove, Ltd., Guildford Rd., Woking 1282.

H. A. SAUNDERS, Ltd., Golders Green, require: AUSTIN A90 6-cylinder cars for cash,-140-144, Golders Green Rd., N.W.11. Speedwell 0011, [W4004

AUSTIN EIGHTEEN A&S 1939 18hp Austin Limousine, wide face forward occasionals, leather, black, guaran-A LPE and SAUNDERS (Limousines Purchased) Provi-dence Court, North Audley Street, Mayfair 2941.

Austin Eighteen Care Wanted

AUSTIN 18 Windsor/iver 7-seater saloon required, other makes considered,—81. Alresford Rd., (Wi010) ROWLAND SMITH'S, the Car Buyers.—Highest can prices for Austin 18.—Hampstead (Tube). N.W.3. [W4018/R

CAR MART. Ltd. A125 & A135

ONDON Distributors.

1953 Austin A125 Sheerline saloon, sliding head, radio, heater, grey with prey upholstery;

1952 Austin A125 Sheerline saloon, sliding head radio, heater, black with beige upholstery

1951 Austin A125 Sheerline saloon, sliding head, radio, heater, grey and black with grey uphoistery: £625.

CAR MART, Ltd., 582, Streetham High Rd., S.W.16.
Streatham 9054.

LONDON distributors

1954-SS Austin Al35 Princess III saloon, sliding head, heater, metallic grey with blue up-

1950 Austin A135 Princess saloon, sliding head radio, heater, maroon with being upholstery. CAR MART, Ltd., 37, Davies St., Grosvenor Square, (C1039)

RUSSELL MOTORS offer:-

RUSSELL MOTORS ouer.—

1950 ensite Sheerline, 48 000 miles, recent recon.

RUSSELL MOTORS (ENIGHTSBRIDGE), Ltd., 47,

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RUSSELL MOTORS, Ltd., offer:—

1950 Austin Sheerline saloon, black/beige up
1950 holstery, radio, heater, 595,

1940 Austin Sheerline saloon, black/beige up
1950 holstery, radio, heater, 595,

1940 Rd., R.12, Billiside S272 (8 lines), (C2007)

1955 Princese L.W.B. limousine, works mileage.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

Anathro war, the mire purchase specialists, and the purchase to the colours, silver and maroon, a most attractive design, radio and heater fitted, carefully driven and maintained; 499gas or £104/19 deposit, buinne 24 months.

Like Purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under 2400 to choose from. Canterbury Rd. Kilburn, N.W.6.

PARGOND W. 2004 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

H. BEART & Co., Ltd., offer:-

1953 Austin Sheerline saloon, finished grey, loose seat covers, radio and heater, tyres almost new end in excellent order throughout; 2795.—102. London Rd. and High St., Kingston-on-Thames. Kingston 5348.

WANSTEAD MOTORS, Ltd., offer:-

1949 Austin Princess, black, radio, heater, very reliable car; £585.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., [C4042]

H. A. SAUNDERS, Ltd., Golders Green, offer:-

1951 (July) Austin Princess saloon, black/brown maintained, highly recommended; £475.
140-144, Golders Green Hoad, Golders Green. K.W.11. Speedwell 6001 (ten lines).

140-144, Uniders Green Road, Chouers Green, Will, Speedwell (001) (ten lines). (C4004)

A & S Long wheelbase Limousines, with guarantee from £1175.

1951 Limousine, partition, wide forward occasionals, carefully used, privately owned, 1952 Limousine, Cetober registration, partition, pa

1952 Austin Sheerline, black, beige upholstery,

G E HARPER, Ltd., London Rd., Stevenage, Tel. 1949 (Apl.) Sheerline, 40,000 miles, black/heige, fitted new set Dunlop Tubeless tyres and radio; £550.—Dorking Motor Co., Ltd. 2256 Dorking (Closs

1950 Austin Princess saloon, radio, seat covers, immaculate condition throughout; £650.—Ashall, 211, Tarbock Rd., Huyton, nr. Liverpool. Huyton 3732.

ton 3732. [654]

£795 | III-1950-1 Austin Princess saloon, absolutely original condition, unblemished appearance, an attractively priced example that originally cost well over £2,000 EMEEN [Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Ad., Finchley (East Finchley Underground). Finchley (E225-5-4.

15000 miles only,—1953 Austin Princess saloon; 15000 miles only,—1953 Austin Princess saloon; 13-14, Upper St. Martin's Lane, London, W.C.2 (adj., Leicester Square Tube Station). Temple Bar 5588, (21027)

1950 Austin Sheerline saloon, black, beige hide interior, radio, hester, immaculate condition 2545 Brent Cross Garage, Lendon Way, London N.W.4. Spe. 1196.

N.W.4. Spc. 1196. [C1097]
1950 Austin Sheerline, black, beige interior, fitted offered: £560.—R. S. Currie & Co, Ltd., 105. Westbourne Grove W.2. Bayswater 0685. [C1065]
1949 Austin Sheerline saloon, black, brown hide, chauffeur maintained. exceptional condition; £563.—Apply: Chauffeur, "Underbeeches," Underhill Park Bail, Eegaste, Surrey.

1951 austin Sheerline saloon, grey, radio, loose dition by one owner, £365. Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green N.W.11. Speedgell ages.

2002. Sheerline, black with beige leather upholoetc., this stery, fitted heater, radio, twin spotiamps,
etc., this stery, fitted heater,
etc., this stery, fitted heater,
etc., this stery, fitted heater,
engine, just completed 7,000 miles, no known faults of
heater, write or 'phone Hamilton Motors (Birkenhead 4060, Ltd., 46/48, Hamilton St. Birkenhead. Birkenhead 4060.

head 3050. Sustin Princess saloon (registered this 1993), mileage 2,779, and consequently indistinguishable from new; built-in radio, finished in black with hide interior; a unique opportunity to purchase a car virtually brand new at over £500 below the matter of the constraint of e owner has taken ueuvery of the owner has taken ueuvery owner has taken worth owner has been until 8 p.m. fcross fcross open until 8 p.m. fcross

AUSTIN A125 & A135

405 ms.—Austin Sheerline 1950 de luxe saloon, beige, aliding head, grey leather, radio, heater, twin passlights, Rimbellishers, automatic isoking, carefully used, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Kampstead Tube). Hampstead (Kampstead Tube). Austin A125 and A135 Cars Wanted

CAR MART. Ltd., London distributors, are anxious to purchase dustin A125 cars and will pay attractive prices for those in exceptional condition. Area water London, M.W.I. Euston 1212.

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition. CAR MART, Ltd., 20, Euston Rd., London, N.W.L. (OS57/R. H. A. SAUNDERS, Ltd., Golders Green, require:-

A USTIN A125, Austin A135 cars for cash.—140-144, Go.ders Green Rd., N.W.11. Speedwell 0011.

CHAIN OF EALING require used Austin Sheer; lines.—
Perivale 4404.

A & S Limousines required urgently, immediate cash payment.

A LPE & SAUNDERS, Ltd., Providence Court, North Audley Street, London, Maylair 2941. [W1006 A LMOST new Austin A125 and A15 required immediately.—54. Streatham Hill. S.W.2. Tulse Hill 2676.

SEVEN passenger 1951-1953 privately owned limousine or course of details please.—"Woodbury." Sheen Common Drive. Richmond.

Austin Missellanéeus Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), M.W.3. [W4018/R] Ham 6041. paguired: £50 to £450.—Fragare 2016. SOUND car required: £50 to £450.—Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. WE have a customer for your car.—Tel. T. & F., Pri. 6159. 10. Winchester Mews, N.W.3. [W4100 MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R WEYBRIDGE AUTOMOBILES, Ltd., the Austin dis-tributors, urgently require late type Austin.—Tel. (0541/R

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FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets ex stock; Saturdays till 8 p.m.; night spares service available till 11 p.m.

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L ONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N. W. Hindon (5500); and at 16, Uxbridge Rd., Ealing, W. 9 Ealing (6600); and 382, Streatham High Rd., S. W. 16 (Streatham 0054).

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AUTHORISED Austin main spare parts stockists. ser-vice spare parts and replacement units.—50. Vaux-hall Bridge Rd., London, S.W.I. Victoria 2211. [0271/R hall Bridge Rd. London, S.W.1. Victoria 2211. [0271/R]

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G.W. WILKIN, Ltd., 1, Weston Park, and 84, Eden G.W. WILKIN, Ltd., 1, Weston Park, and 84, Eden G.W. WILKIN, Ltd., 1, Weston Park, and 84, Eden AUSTIN spares, any year, any part; largest sockists should be supported to the sales and service.

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PRYNN & STEVENS. Ltd., the South London Austin depot, full range of parts and units in stock, exchange regions of the stock of the stoc

AUSTIN-HEALEY

1954 (May) Austin-Healey, red. 10.000 miles, one
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., 8.W.I.
Tel. Sloane 4727.

AUSTIN-HEALEV

WM
1955 Austin-Healey, red, mileage only 300, 2100 under original cost; offered at Willeman Co. Ltd., 107, Crawford St., 1 Willew 1139.

BRAND new!!! One only, Austin-Healey 100 2-seater at current list price; full details on request.—102. Longoton Rd., and High St., Kingston-on-Thames. Kingston 3548, H. A. SAUNDERS. Ltd., Golders Green, offer:-

1955 Austin-Healev 100, limited number of orders for delivery ahead; £ 1065/12.6, demonstrations, easy terms, brochures, application forms on request from:—144, Golders Green, N. W. 11. Spectwell 0011 (10 lines), [C4004

A USTIN-HEALEY. April, 1955. green, under 2,000 miles: £950.—Tel. Peterboroush 4270.

1955 (April) Austin-Healey 100, blue, heater, faxed, April) Austin-Healey 100, blue, heater, taxed, 509-11, Brighton Rd. South Croydon. Croydon 4654.

JACK ROSE Ltd. offer 1954 Austin-Healey sports
hardtop heater, overdrive, £875.—Stafford Rd.
wallington, Surrey, Wallington 6677; also High St.
Banstead. Burgh Heath 2376.

1955 Austin-Healey 100, low mileage, demonstrator drive, unmarked, full guarantee, part exchange, hir purchase arranged.—Ashlands Garage, Ltd., S.-o-T. 21, 44584.

1954 Austin-Healey 100 2-seater, metallic blue one owner, as new throughout, 4 months' guarantee £865.—Henlys, Henlys Corner, North Circular Rd. N.W.11. Pinchley 0081.

J. H. BARTLETT - Austin-Healey, 1955, 800 miles £985, Austin-Healey, 1954, choice of two, £775; your enquitude and the condition of two £775; welcome and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas, W.11. Bay, 052.

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Austin-Healey B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 1, W.2. Tel. Gladstone 6305. H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN-HEALEY cars for cash.-140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004 BARTLETT will pay more for good Austin-Healeys.— 27, Pembridge Villas, W.11. Bay. 0523. [W1013 URGENT requirement, Austin-Healey.—Richards & Carr. Ltd., 35, Kinnerton St., S.W.1. Sloane

S424.

XXX Excellent cash prices paid for good Austin-Healey cars.—H. F. Edwards, 200. Great Portland St., London, W.I. Tel. Langham 0012.

W2003

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Audley St., W.1.

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EXCLUSIVELY for Rolls-Royce and Bentley

ARGEST official retuined

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JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.).

OLDING & Co. (MCTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of the Royce retailers, of the Royce 1954 4½-litre standard saloon, black/tan leather; 1954 4½-litre standard saloon, black/tan leather; Immediate s

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THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce can in good selection of used Bentley and Rolls-Royce (and or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); Also at LEEDS, Bradford, Sheffield.

KNIGHTSBRIDGE MOTORS, Ltd., offer:-

1954 (March delivery) Bentley standard saloon, 7.575 miles, one owner; £5.950.

1. Roberts Mews, Lowndas Place, Belgrave Sq. London, 5.W1 Sloane 4096. WOKING MOTORS (Mercedes Distributors).

1951 Mark VI Bentley, midnight blue, nomina: bury Hill Garage, excellent condition; £1,975,—May-(C4057

BENTLEY (31, 41-litre and New 41-litre)

1950 Bentley Mk. VI standard steel saloon, finished to black with blue leather upholstery; £2.150 1948-9 Bentley Mark VI standard steel saloor finished in two-tone grey, with blue upholstery engine overhauled; £1.595, WINGSTON-03-Thames. Kingston 1001

H. H. OWEN, Ltd.

PROM our large and comprehensive stock we have chosen the following few cars as examples:—1953 depor sports saloon by James Young, finished in 2-tone green with green hide upholstery.
1950 standard steel saloon, finished in black with beige hide upholstery, 78,000 miles.
1950 grey, grey upholstery, 43,000 miles, immaculate condition.

H. R. OWEN, Ltd.,

7. Berkeley St., London, W.1. Tel. Mayfair 9060. H. C. PAUL Ltd

1952 Bentley standard steel saloon. 2-tone. mile-age 30,000, history available: £2,700. 1949 Bentley standard steel saloon, mileage 35,000, 1950 type upholistery, exceptional; £1,795... 32, Bruton Place. Berkeley Square. W.1. Mayfair 0821.

PB. Ltd., offer:-

1951 Bentley standard steel saloon, grey and blue leather, immaculate condition.
Bentley Park Ward saloon, black fawn leather, radio, chassis and body in excellent

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Tel. Ken 9477/7478. [C3035] TACQUIER, Ltd., offer:-

1949 (September) Mark VI standard steel saloon, excellent condition; £1.595.

(registered last series 1938) L.E. razor-edge 4-door, pillarless saloon, excellent condition:

1937 series H.K. Bentley 4½ saloon, Freestone & 1934 Bentley 3½ 2-door sports asioon by Thrupp & 1934 Maberly, excellent condition; £695.

1934 Syl-litre Barker drop head coupe, nice conmersmitt Rd., w.6. Riverside 6677-8.

DEX AUTOMOBILES, Ltd...

OFFER the following used Bentleys:-

1954 (August) Bentley R type steel saloon, autorgrey with grey livelor.

1954 (October) Bentley R type steel saloon, autormatic gene box, 4,000 miles approx., shell matic gene box, 4,000 miles approx., black and shell grey with red interior.

1952 small boot, Tudor grey, grey leather, 35,000 miles approx.

miles approx.

1952 (January) Bentley Mark VI steel saloon, 44;—
1052 (January) Bentley Mark VI RUSSELL MOTORS offer:-

1950 (November) Mark VI Bentley asloon, mid-45,000; £1,67 blue, one owner, recorded missage R 058ELL MOTORS (KNIGHTSBRIDGE), List, 47, Sloane 828. L. S. WI. Sloane 9288 DGE), List, 47, MANN EGERTON & Co., Ltd.

1954 Bentley sports saloon with automatic gear, brown leather upholstery, 8,000 miles;

Banke, brown leather upholstery, 8,000 miles;

1953 Bentley 44-liftre sports saloon dark blue with
1953 Bentley 44-liftre sports saloon dark blue with
1953 Bentley 44-liftre sports saloon, dual grey with
1952 Bentley steel saloon, black with grey leather
1952 Bentley steel saloon, black with grey leather
1954 Bentley sports saloon, black prown leather
1947 Bentley sports saloon, black prown leather
1948 MANN EGERTON & Co., Ltd.

14. Berkeley St., W.1. Hyde Park 2073.

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1936 Bentley 4½ saloon by H. J. Mulliner, finished ing roof and heater, well above average, recent overhaul, in excellent condition—Lowndes Sq. Knights-bridge, S.W. Sloane 1955, 1709. A UTOMOBILIA, Ltd., offer:-

1937 (Nov., 1936) Bentley 4¼-litre 4-door de luxe beater, passlamp, excellent condition; £625.—Auto-mobilis, ktd., Pippbrook Garage, Dorking 4504. [C109] TAYLOR & CRAWLEY offer:-

1955 Bentiey Mr. VI. 5,000 miles only, brand new 1952 condition; £4,295.
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1952 (Cct.) Bentiey R type anioon, one owner, 19,000 1952 miles, the type anioon, one owner, 1942 feedback, the type anioon, one owner, 1942 feedback, the type anioon, one owner, 1944 feedback, the type anioon, one owner, 1945 feedback, the type anioon of type anioon of the type anioon of GORDON CARS for good cars:

1948 Bentley 41/-litre Mk. VI saleon, exceedingly good condition; £1,635.

GORDON CARS (LONDON), Ltd., 373, Buston Rd. (C2025) GORDO

BENTLEY (31/4, 41-litre and New 41-litre)

MASCOT MOTORS Ltd., offer:—

1938 4½-litre Cockshoot foursome drop head
1937 4½-litre R. J. Mulliner sports saloon, choice
1937 4½-litre R. J. Mulliner sports saloon, choice
237-245, Kensal-Rd., London, W.10, Ladbroke
103007

CHIPSTEAD MOTORS, Ltd., offer:-CHIPSTEAD MOTIONS, Ltd., oner:—
£645.—1957 series sports salcon, unmarked in black
with light green leather, discs, bumpers,
leater, 1959 modified wheels, recent overhaul, post-war
condition.
SHOOTING Brake (Sept.) 1955, beautiful condition
SHOOTING Brake (Sept.) 1955, beautiful condition
CHIPSTEAD MOTIONS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052,7255,7154.

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1938 Bentley drop head coupe: £875
1937 Bentley 414 Park Ward saloon, choice of two;
1937 Bentley 414 by Gurney Nutting: £685.
CREST OF BOURNEMOUTH 14. Westcliff Rd.
Bournemouth 7160
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1937 Bentley 2-door sports asloom by Gurney Nut-ling, finished most attractively in black and grey, blue leather, fitted radio and heater, recent over-haul by Bentleys (bills available), this is in our opinion one of the prettiest pre-war Bentleys we have handled and is in excellent condition throughout; £850. —Chase Rd., Epsom 506-7.

SANDERSON & HOLMES, Ltd., Derby.

THE official Role-Royce and Bentley retailers and repairers for 8. Lerbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-6. (C4078)

SWANMORE GARAGE, Ltd., Bournemouth, Bentiev specialists, offer:—

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\$2675 — Bentiev Mark VI 1950. Continental style saloon by H. J. Mulliner.

\$875 — Bentiev 4½ special coupe by Gurney Nuttins, indescribably wonderful condition.

\$WANMORE GARAGE. Ltd., 1176-1180. Christ-Church Rd., Boscombe E., Tel. Southbourne.

1936 Bentley 44 Park Ward sports saloon, black:
A.C. BULPIN & SON, Ltd., Newton Abbot. Tel.
575.

1950 (April) Bentley Mk. VI standard steel saloon, 1947 (September) Bentley Mk. VI standard steel saloon, 1947 (September) Bentley Mk. VI standard steel September Bentley Mk. VI standard steel September Sep

CR3025
CHARLES FOLLETT, Ltd., officially appointed Rolls.
CRAYCE and Bentley retailers and repairers, offer1954 metallic grey, one owner 13,500 miles guaranteed, superb condition; 24,150.

PART exchange and hire purchase arranged.

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SERVICE: Works & Stores Barnsdale Yard off Elgin Ave., W.9 Cunningham 5956. (C2010

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1950 finished metallic grey, low mleage, humaculate condition throughout: £2,150; maximum h.p.

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terms available [C100]

BRYLEY saloon, latest type automatic gear box, black, brown hide, negligible mileage gear box, black, brown hide, negligible mileage, provided by the saloon (May, '52', 25,000 miles only, black, brown hide, spotless condition.

BENTLEY 1853 3½-litre sports saloon, excellent condition.

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1939 Bentley 44 overdrive Hooper 4-door d.h.c., 1939 black with red leather; £1,050.—Wee. 2505.

1936 Bentley 44 Park Ward saloon, taxed; £550.

Swain & Jones, Ltd., Farnham, Surrey, Tel.

A & S 1936 41/2 Gurney Nutting sports Saloon, built-in boot, recorded mileage 65,000, very attractive car. £795.

A LPE and SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair2941.

1948 Bentley Mark VI estate, 68,000 miles; Cars (London), Ltd., 17, Place, London, W.1. Tel. Mayfair 4576. 1947 Bentley 414 James Young razor edge salcon black/beige, radio. Bentley history; £1,895

Odcon Motors, Ltd., Barnet 1144.

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock, [5722]

palery and repairers; reliable used cars in stock, 5772

1938 Rolla-Bentley Park Ward saloon, black and beige, rebored, in first-class condition, 2798.

—56. Nottlingham Place, W.1. Welbeck 0542. [4968 to 542. [4

1950 Bentley Mark VI Standard Steel saloo Tudor grey, 64,000 miles, Bentley service magnificent condition; £1,700.—Timms, Primrose 85

1947 Bentley saloon, standard steel body, radic Rd., Huyton, Nr., Liverpool. Huyton 3752. 1935 Bentley 51/2, fitted 1949 sports salo

BENTLEY (3½, 4½-litre and New 4½-litre)
WESSEX MOTORS, New St., Sallsbury, part of the
Henry organization, offer from stock of specialist

1951 (July) standard steel L.H. chassis, finished in 1951 grey with maroon trim, one owner, speedo 25,000.—Tel. Mr. Moules, Salisbury 5275. (C4087/1

1950 Bentley Mark VI Hooper estate car, radio, heater, unquestionable order; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel, 4965.

1940 414 Bentley with overdrive, radio, Park Ward black razor edge saloon; £1,075; no dealers.

Box 9963, Knox & Hardy, Ltd., 24, Tudor St., London, E.C.4.

1947 Bentiey Mk. VI standard steel saloon, green with grey leather upholstery. In excellent condition; 21,205.—P. S. Nicholson (Forres), Ltd., Forres, Morayshire.

£195 -- 1932 Bentley 4-litre Gurney Nutting saloon, the quality car in outstanding condition; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6, [C1024

8-litre Bentley, owner gone abroad, reground linered cylinders, 4 new tyres, short wheelb seater body: £250; good home essential.—Meade, Halch, Hillbrow, Liss 3279.

1936 (Oct.) 31/2 Bentley, Hooper body, black, sun-good condition throughout; £525.—Staffurth, 39, Ducky Rd., Harrogate, 2591.

Rd. Harrogate, 2591.

1954 Bentley standard steel saloon with automatic upholstergear, midnight blue with light blue leather upholstergear, midnight blue with light blue leather upholstergear with the leather than the leather t

1938 (Oct.) Bentley 41/2 sports saloon, Barker body cent mechanical condition, a full examination is heartly a cloomed, 2636; terms, exchanges, trade enquirtes well-

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchiey, N.2. Finchiey 0052-3-4 anytime. [C4065]

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1938 44-litre pillarless sports saloon by Vanden leather, probably one of the pretiest Bentless ever made many extrast 278-C-N.C.A., Ltd., Bartholomes St., Newbury, Tel, 2005.

1937 41; litre Bentley sports saloon by Park Ward, carefully maintained and is in really nice condition thoushout: £495 or £125 down; exchanges welcomed.—Epps Bros., Paraborouch (Kent) 2244.

Epps Bros., Farnborough (Kent) 2244. [5947]

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asloon, black beige leather, sycamore finished facia,
radio, heater and screen washers, recorded mileace
40,000; immaculate condition; £2,150; 3 mor ths' written guarantee.—194-126, Kinga Rd., Chelses, S.W.S.
Flaxman 4001.

1934 Bentley 3½-litre aports sakoon. Hooper body, radio, milage 68,000, property Chief Development Engineer well-known engine designers: £545. Terms if desired.—Honychurch, 24, Shephall Lane, Broadwater, Stevensee, Herts.

1951 Bentley Mulliner sports saloon, two-tone down, sun root, new fyres, milessee \$3,000, works distinguishable from new; 63,250.—Haves Engineer, (Leged). Ltd. Gelderft Rd. Leeds 12. Tel. Leeds

1948 (October) Bentley Mark VI saloon, 2-tone promently overhauled by Bentley spicialists, this car has been chauffeur keep and is in above average condition; keyma arranged; part exchange considered; 21,753.—Tel. only between 6-7 evenings Leeds 52901. 29, Arrachife Rd., West Park, Leeds, 16.

1955 model Bentley sports saloon by James Young, tone green with green hide automatic gear box. first reg. Sept., 1954, only 4,000 miles (guaranteed), encarful owner, whole car in immaculate condition, works guarantee transferable, original life price £6,800, for sale at £5,500, terms and exchanges considered.

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1935 Bentler 31: Park Ward saloon, truly exceptional condition, always having been serviced by 25. Unonal condition, always having been serviced by 25. The sale of the sale of

1938-9 Bentley Atl, Park Ward Sportsonal's with grey hide interior and carpets is match. Rived an aloon, most beautifully finished in black with grey hide interior and carpets is match. Rived all nearly new tyres, H.M. V. radio, Acc discs, new battery, taxed, mechanically this car is in really wonderful condition throughout and is personally recommended by us, this has been the personal property of the manager for some time, may we give you a demonstration to prove our statements? 2825; also 1937 Park Ward asloon, £625; also 1934 Owen sports saloon, beautifully finished black, taxed, £395.

finished black, taxed, £398.

MAIDSTONE ENGINEERING Co., Smethurst St.,
Pendieton, Manchester, 6, Pen, 3457, (C3000)

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BENTLEY (PRE 1831)

4 1950 (Dec.) vintage Bentley 3%-litre, mechanically she is standard and in extremely good order having been recently overhauld, in appearance virtually spotless, having been fitted with a new close coupled coachbuilt 4-seater body in bhotster and a new black hood; photograph and full details; the most worthwhile 4%-litre we have seen for a long time; 6530 or fair offer; terms, exchanges—Highams Park Contagnes, Ld. Beverley Rd., Highams Park, London, E.4. Lartsewood 7206 /20 pet tourer, rebuilt; £175.—Alick 1992, Benning 4½, open tourer, rebuilt; £175.—Alick mingham, 1251.

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PRE-WAR drop head coupe, preferably with overderive.—Details and cash price to: P. Weaver, drive.—Details and cash price to: P. Weaver, Burton Rd., Melton Mowbray, Tel. 535. [614]
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IW1103

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1950 registered Bristol 400, black radio, heater, £875.—Tolworth Motors, Ltd., Kingston By-Pass. Tolworth. Elmbridge 2254.

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1948 Buick, r.h.d., radio and heater, many extras.

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1954 Buick special saloon, 7,000 miles, a really 1600, ext. 230.

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radio, heater, magnificent condition; £1,625.
Hervyn Austin, Kensington 1974 or Welbeck 6655.
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1947 Buick Clubman 2-door fixed head coupe, dual build be and stainless steel, truly magnificent while Land Stainless and Land Stainless Auton, Ltd., 156-158. Streatham Hill, London, S.W.2. Tulke Hill 1909. [C1002/A]

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Park 7121.

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Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tei Eigar 7911. SIMPSON'S offer:

1952 Cadillac Fleetwood, Hydramatic, radio and heater, all extras, including electric razor, defined for the control of the co

CHARLES FOLLETT, Ltd. offer:--1939 model 60 S Cadillac 4-door saloon, black, speedometer reading 51,000, really superborder and very impressive car; £595; Hz. facilisles.
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SERVICE: Works and Stores, Barnsdale Yard. off Elgin Avenue, W.9 Cunningham 5936. [C2010] WHITEHALL MOTORS, Ltd., of Coventry, offer:

1954 Cadillac 4-door de luxe sedan, dual range, white wall tyres, 6.000 miles, new look.

1952 model Cadillac Series 62 sedan, Hydramatic transmission, black and Ivory, 1952 model Cadillac Series 62 sedan, Hydramatic view with occlot seats, power aerial, etc.

WHITEHALL MOTORS (OURWIRY). Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedwith 3956/C. (Cd067

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A&S Limousine, Cadillac, 1949, magnificent paraltioned seven passenger, widest occasionals. 46.00 miles. 2950.

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ham Rd., South Kensington, S.W.3. Kensington 4859,
1951 Joy mileseys hydramatic drive: Gl 250,
196 mileseys hydramatic drive: 21 250,
196 mileseys hydramatic drive: 21 250,
197 mileseys hydramatic drive: 21 250,
1

JOE THOMPSON (MOTORS), Ltd., require Cadillaca —91-95, Fulham Rd., S.W.3. Kensington 4858. SOLE concessionaires, Lendrum & Hartman, Ltd.

Butch House, Albemarle St., Piccadilly, London, W.I.

Hyde Park 7121. (0004/1

Hyde Park 7121. [0003/R Cadillas Spares and Service CADILLAC sole concessionaires, Lendrum & Hart-man, Ltd. Buick Works, Old Oak Lane, Williesden Junction, N.W.10 Tel. Elgar 7911. [0012/R SIMPSON'S Offer:

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1953 Chevrolet, r.h.d., radio and heater, all extras, no comer (available in 7-10 days).
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1952 extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American car specialists), 545. High Rd., Wembley 8691/5903

1955 Chevrolet r.h.d. 4-dr. Bel-Air sedan, radio and heater, 3,000 miles only; £1,875.
NEW Chryolet Bel-Air 4-dr. station wagon, Power-gide, radio, heater, l.h.d.; £2,319/16/9.
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1953 glide, radio, heater, l.h.de, l-Air sedan, Power-gide, radio, heater, l.5,000 miles; £1,445.
1953 glide, radio, heater, 15,000 miles; £1,445.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors of the colonial control of the colonial control of the colonial colonia

1950 (registered '51) Chevrolet 4-door saloon. 1978, Pulham Rd., South Kensington, S.W.3, Ltd., sington 4856.

sington 4858.

1951 radio, heater, immac. condition; £935.—
Taylor & Crawley Hyde Park Corner, 35, Grosvenor Creacent Mews, S.W.1. Slo. 5213.

CHEVROLET Fleetmaster. 1948 (reg. 1951). l.h.d., 2-door, 6-seater, grey, very clean, £375.—Fetersfield Garages. 1557. Stratford Rd., Birminghum, 16002 SCOTT CARS Chevrelet Cars Wanted

REQUIRE urgently Chevrolet cars, also Buicks.
R Citroens, Jaguar Mark Vils, Studebakers.
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CHEVROLET.—Concessionaires for the dixe of spares, same day service

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1950 Chrysler Plymouth r.h.d. saloon, immaculate; £675.—Mansfield Autos, 48, Fitzroy St., London, W.1 Euston 2587.

1939 Wimbledon 6, with overdrive, beautiful condition; £245.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920.

1952 Chrysler New Yorker, green with green pylon and spot lampi, with hydramatic green with green nylon and spot lampi, with hydramatic green with every manual trees on immaculate condition throughout, £1,450.—Bells Service Garages, 144. London Rd., Kingston-on-Thames. (Clois

CHRYSLER Windsor, 4-door saloon, blue, spotless, right-hand drive, radio, heater, 5 nearly new tyres, mileage under 15.500 pp. 15.50

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1954 (model) Light 15, moderate mileage; —Mansfield Autos, Ltd., 48, Fitzrov London, W.1. Euston 2587.

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1952 Citroen 6-cylinder salcon, marcon, sliding roof one owner, excellent condition, low mileage; £575.—Maybury Hill Carage, Woking 4277-8, BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1952 Citroen Light 15 saloon de luxe, heater, radio, Brown's Garage, Loughton (Esses), 6282 (Tube) 1948 Citroen Light 15, very nice condition; £575.

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1952 Citroe: Light 15 saloon de luxe, grey, 22,000; hurst. Imperial 332. (6022

1948 black, excellent condition throughout, caresone Rd., Poole, Dorset.

1937 Circon light 15 salcon: £195.—Montroe Midotors (N. H. Boswell), 91-95. Epping New Rd., Buckharat Hill Essex, Tel. 1171-2. [2308]

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1951 Light 15. moderate mileage, excellent condition; £520,—144. Dumbarton Court. S.W.2. Tulse Hill 4879, after 6 p.m. [628]

1953 Citroen Light 15 saloon, sliding roof, one owner, taxed; £565.—Carris Motors, Ltd., Lewisham Bridge, London, S.E.13. Lee 8585.

CASS'S MOTOR MART.—1951 (May) Citroen 18 de luxe saloon, black, unblemished, red.-ide, genuine 51,000 mlles, one owner; £515; written : uarantee.—5, Warren St., wl. Euston 4110.

1951 (Dec.) Citroen Light 15 sun saioon, green, Kentish de Thomson, Ltd., 564, Wickham Rd., Croydon. Tel. Springpark 5477.

don. Tel. Springpark 3477.

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1951 Citroen Light 15 de luxe saloon, finished in brown hunblemished and immaculate black with brown how produced the saloon one-owner specimen example and has been maintained regardless of cost, you must see this car, she is equal to many 1955 examples, taxed ready for immediate use:

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ROWLAND SMITH'S, the Car Buyers.—Highest cas prices for Citroens.—Hampstead (Tube), N.W. Ham. 6041. C.N.K. MOTORS are very good buyers of Light 15a.-

WE have a customer for your car.—Tel. T. & F., Pri 6159. 10, Winchester Mews, N.W.5, [W4100] GOOD Citroen required immediately,—G. Edwards.
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A LWAYS a selection of good used car see our advertisement under "Daimier DENHAM'S CARAGE (ESHER), Ltd. Esher, Surrey

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SHOWROUMS, 16, BATRE'EF St., W.J. MAYRAIT 6896.

SERVICE Works and Stores, Barmadale Yard, off Elgin Avenue, W.S. Cunningham 5956. [C3010]

1955 model Daimler 24,-litre Contury saloon, 1954 miles, 4 months' guarantee.

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595 sns.—Daimier 1950 2½-litre coupe, black, brown is the first schanges.

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395 saloon, shiding head, leather, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Universed Tube). Hampstead 6041

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1952 Daimler Consort, black, brown leather, one owner, car in new condition, guaranteed; R IPCO. Ltd. (DAIMLERS PURCHASED), 16, Albermarle St., Hyde Park 2952-3-4.

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1951 (May) Daimler Consort saloon, black, brown leather, heater, one owner; £695.—County Garage, Sackville St., Manchester, 1. Central 8011./2 SPECIAL sports coupe, 1951, recorded mileage [612]
green/beige, magnificent condition, private co-22, 1150 o.n.o.—22, Morton Way, N.14. Paimers Green 2953.

£295 —Daimler 16, mechanically perfect, immediate, radio, heater, recent reconditioned since. 25 mps. taxed year.—Wim. 1420 after 7

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1952 Daimier Consort, black, one cwner, radio, heater, fog lamp, windscreen washers, in immaculate condition.—Bub Gerard Cars. Abbey Lane, Leicester. Tel. 61511-2-5-4.

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1953 (July) Concuest saloon, green, green hide upholstery, radio, heater, carefully maintained, in perfect condition, one owner; £1,000 o.n.o.—Nugent, Willards, Dunsfold (504), Surrey, 15078

1935 Daimier Straight-8 7-seater limousine by Hooper, new tyres, face-forward occasionals, uphoistered in cloth, very clean and in superb condition; must be seen to be appreciated; £285.—Wes. (London) 5515.

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£675<sup>111</sup>—2<sup>14</sup>—litre Daimier, fitted Barker spacial costing well ever £2,000, in absolutely immeduate condition; offered at this unrepeatable price, real quality motor car, faultiessly maintained—Below, respectively and the space of the s

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MOST unusual French Darracq, first registered 1945, 4-door, rasor edged sports aloon with swept tail and built in rear boot, excellent concentwork in very sound condition, a most attractive car with startling performance.

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2675—1950 model 135 M.S. drop head foursome coupe, body by Pennock of Amsterdam, car in excellent order throughout.

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NEW Standard model; £21/10 nett.

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REAL service, and good prices allowed in part exchange; cars bought for cash.

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Prl. 6159. 10, Winchester Mews, N.W.3. (Wal00

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GENUINE spares, service and maintenance.—Schenk
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16. Tra. 0325.

DODGE saloon 1937, black, very good condition, clean, heater; £140.—9, St. Nicholas Rd., Brighton. 75937 1954 Dodge Kingsway (Sept., '54), r.h.d., u Ltd., 91-95, Fulham Rd., South Kensington, S. Kensington 4858.

FIAT H. C. PAUL. Ltd.

1955 Fiat 1400 saloon, mileage 7,000, radio, loose covers; £955,—32, Bruton Place, Berkeley (C3040

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Fist stockists have the latest models 500, 1,100
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pullariess saloon, black, red leather, outstanding
road performance, excellent condition; £195.—Below.
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M' certible coupe, silver, excellent and communications of the coupe silver, excellent and excellent and economical performance; £150.—Below.

Mary and the coupe silver grey, very smart car with excellent and economical performance; £150.—Below.

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1955 5000 convertible, 3,000 miles, guaranteed; 1954 new 1100, 12,000 miles, one

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1952 5000 Belvedere station wagon, show model;
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1939 500 convertible, recon. engine; £210.—45,
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1950 Fiat 1100E pillarless saloon, good condition throughout, fast and economical; £470.—
Eeverley, Greys Rd., Henley-on-Thames. [6195]

1955 Fiat Type 1100, 4,000 miles, immac.; £730.— Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

1955 (March) 1100 T.V., 980 miles, radio, heater, undersealed, as new; £975.—Richards & Carr. Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

Fiat Balilla open sports 1100cc, resprayed, new battery, fast, economical, Scintilla mag., Tuson exhaust; £150.—Robinson, High St., Waltham, Lines Tel, Waltham 3533.

Tei. Waitham 5353.

125cns.—Fiat 500 1937 convertible coupe, grey, red
125cns.—Fiat 500 1937 convertible coupe, grey, red
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1955 Fiat 1100 saloon, used for demonstration upholstery, excellent condition, very low miless price £750; h.p. and exchanges arranged.—Vinta Engineering, Fiat Distributors, Market Deeping, [62] Fiat Cars Wanted

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Lowiands Rd., Harrow. Byron 6038. [0325/R MayFair GARAGES. Ltd., comprehensive Fiat service Balderton St., W.I. Mayfair 3104/6. Fiat (ENGLAND), Ltd. Water Rd. Wembley, Sole licensees for the United Kingdom, are only 'Grama: Fiat, Wembley.

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W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—

1954 new Anglia saloon, black, red upholsters, excellent condition: £550.

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HAVE an excellent selection of post-war Shp saloons PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (op. Bus Depot). [0009/B A NGLIA 1955, works mileage heater, taxed December; £590.—Ealing 5880, after 6. [6364

1955 (May Anglia, black/red, unused, works mile-ser, beautiful and black/red, unused, works mile-age, henter, taxed year; F590.—Borsban 486, NGLIA 1953, stone grey, taxed year, very clean car-privately owned, terms if required; £395.—Box

1948 Ford Anglia, seat covers, exceptional condi-tion; £525.—Smith & Hunter, 576, Kensing-ton High St., W.14, Tel. Western 2512. [C4019

1954 (October) new Anglia, blue, heater, taxed Aluolast, Liberty 6151.

1955 Anglia. 81 miles, fawn, as new; £585.— S w 1 Sioane 3424 (C304)

1955 grey, red upholstery heater, chromium underseal, excellent condition; £550, 0.2.0.—Chapman, 55, Highcliff Drive, Leigh-on-Sea, Essex.

1953 series Ford Anglia saloon, one owner, finished (London). Ltd., Great Rorth Rd., East Pinchley Station, N.2. Tudor 2301-2.

1947 (Aug.) Ford Anglia, black, brown interior, good tyres, roomy and very economical, many extras; £295.—Hillwood Motors, Mill Hill (London) [6037]

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, grey/blue, 5,000 miles, £579: 1956 black/red, 7,000 miles, £589: 1958 black/red, 7,000 miles, £589; terms 15% deposit halance over 2 bears: exchange, lints, guarantee.—257, Brixton Hill, S.W.2. Tul. 3664-5.

DAGENHAM MOTORS, Ltd., wish to purchase Pord Anglia Cars.—Used Car Department, Hyde Park [W1066] I MMEDIATE cash for new type Anglia.—Richards & Carr. Ltd., 35. Kinnerton St., S.W.1. Sloane 5424. WANTED, 54/55 Ford Anglia, list price, spot cash.
G. Thomson, 191. Devonshire Way, Shirley,
Croydon,

Croydon.

FORD (8 h.p.)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car
Sales Division, offer:—

1939 First 8 salon, east covers fitted; £195.—355,
Wembley, Middx. Tel. Wembley, Colors

A22.

RRUTONS 1939 Ford 8 saloon, black reconditioned engine, taxed year, well shod: £185. — Lexham Gardens Mews, W.8. Fremantle 1918. — Lexham (Cillod 165 upholister), very good condition; ferms, exchanges, engine, engine

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. [W4018/R

FORD POPULAR

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—
1954 Popular saloon, black with red upholstery, trafficators, low mileage, excellent condition;

\$885.

Whetstone, N.20. Tel. Hillside 6621 [C2042 ALLAN TAYLOR (MOTORS), Ltd., offer:—

FORD Popular, black December, '53, 10,000 miles, taxed: £385.

High St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines)

[4664]
1954 (Cotober) Fopular, 7,000 miles, immaculate,
Warrington Rd., Harruw 3000.

PRIDE & CLARKE, Ltd.—1954 Ford Popular,
mileage, choice several from £579; terms 15% deposit, balance over 2 years; exchanges, lists, guarantee.

-Stockwell Rd., S.W. 3. Erixton £51.

1954 (August) Ford Popular, black/red, built-in fully maintained; £375, hire purchase can be arranged.—34, Bishopken Rd., Harrow Weald, Middlesex. [594]

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park (W1066

WHY accept less for your Ford Popular asloom when you can get its full market value from FERRARIB OF CRICKLEWOOD, Ltd., 200-220, Bdy., London, N.W.2. Gladstone 2234, Open week-days 8 a.m. to 6 p.m.

FORD PREFECT

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hilliside 6621, offers:—1053 Frefect saloon, green with trova leather uponer, very good condition; 6434 lioned ensine, one W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621.

HAVE an excellent selection of post-war 10hp saloo PHONE Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot). | 10099/R

1950 (October) Ford Prefect de luxe saloon, one dition throughout. £385.—102. London Rd. and High St., Kingston-on-Thames. Kingston 5548. [C106] CARRS AUTO SALES, Ltd., offer:-

1948 Ford Prefect, black; £355.

STANDARD House, South End, Croydon. Tel. Croydon 5083 and 0266. [Cl102]
WARWICK WRIGHT, Ltd., offer:—

1952 (October) Ford Prefect saloon, black with brown upholstery, fitted heater, 15,000 miles: WARWICK WRIGHT, Ltd., 190, New Bond St., Codols, W.1. Mayfair 9761. [Codols Simpson MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—
1950 Ford 10 Frefect, colour black, £765, 1955 High Rd., Wendbey, Midda. Tel. Wembley 4422 [Codols Rd., Wendbey, Midda. Tel. Wembley 4422 [Codols Rd., Wendbey, Midda.]

Rd., Wembley, Midde. Tel. Wembrey etc.

1955 (June) Prefect, hide, heater, 500 careful lines black: £650,—Brentwood 3252. [6309]

1947 Ford Prefect, black, leather, radio, stabilizers. coellect condition: £225.

MAGDALEN MOTORS, Ldd., 511, Trinity Rd., Wandsworth Common, 8.W.18, Battersen 5573.

FORD PREFECT

1951 Profect, one owner, \$7,000, heater, covers, excellent condition; £360.—Speedwell 6581. 1955 Ford Prefect saloon, choice of 2 in colours; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

PREFECT 1948, reg. Jan. 1949, beige, taxed year overhauled throughout, privately owned, terms if required; £545.—Box 4676.

1955 (June) Prefect, works mileage, Canti

1955 Prefect (April), export model, fawn/red taxed, insured; £640.—Taylor, I, Brunswic [620]

£449.—1955 Ford Prefect, green, low mile similar at £465.—Makin & Harrison, High Rd., W.4. Chiswick 0558/2619. CHOICE of 4 new type Prefects, mileages to 5,000; various colours from £635.—Rick Carr, Ltd., 55, Kinnerton St., S.W.I. Sloane

1953 Prefect, radio, low mileage, immaculate: Way, N.W.4. Hendon 1423-4. (Autos), 595. Hendon (C5065)

1954 Ford Prefect, 9,000 miles, heater extras; S.W.1. Tel. Belgravia 3721. (C3006)

1950 (Nov.) Ford Prefect saloon, extremely good condition, guaranteed; £385.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin, 8104.

1953 Ford Prefect, heater, colour beige, small mileage, like new: £445.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pollards 2100, 1845. 1953 Ford Prefect, green, one wmar; £445, hirs purchase and part exchanges velcomed.—
Herbert & Mills, Church Rd., Ashford, Middx, Tel. 2360.

1950 Ford Prefect 4-door saloon, black, fawn in-year, keely condition; £396; consider part exchange.— 14, Bulkington Ave., Worthing 1839. [C4027

1950 Ford Prefect, in black with green leather upholstery, fitted apot lamps, etc., excellent condition throughout; £375.—Conway Motors (Hove). Ltd., 107, Kinga Rd., Chelsea, and Hove 50107. (C1105

1939 Ford Prefect tourer, special side screens, Regent loose covers; this car has been bestitully kept, excellent condition throughout; £225.—King's Motors, 1, High St., Hounslow, Tel. 5552.

PRIDE & CLARKE, Ltd.—1955 Ford Prefect s green/beige, 6,000 miles, heater, £659; 1955 beige 15,000 miles, £429; 1949 black/red £599; exchanges lists, guarantee.—Stockwell Rd.

Ford Prefeet Cars Wanted

DAGENHAM MOTORS Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park [W1066] MMEDIATE cash for new type Prefect.—Richards Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 542

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel.
Sts. 8000. Seven Sisters Rd., Tottenham, N.15. R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. [W4018/R

RUSSELL MOTORS offer:-

850 miles only, 1955 Consul convertible. Dorchester grey, leather and heater, taxed; £795.

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47.
Stoane St., S W1 Sloane 9286 (\$3060) GLANFIELD LAWRENCE offer:-

1953 Ford Consul saloon in black, red leather, bellishers, exceptional throughout; £655.

1951 Ford Consul saloon in blue, radio and heater, red exceptional condition; £555.—407. High Rd., N.12. Finchley 0091.

C.M.I. CAR SALES (Pr). 6623), offer:-

1953 Ford Consul saloon, green, low mileage; £575 THREE months' guarantee, terms, list on application. Swiss Cottage, Finchley Rd., N.W.5. [C1051

1954 Ford Consul saloon, heater, 5.000 miles; £695. BRITISH & COLONIAL MOTORS, Ltd., 15-14, Upper 5t, Martin's Lane, London, W.C.2 (ad), Leleester Square Tube Station). Temple Bar 3588. [Clo27 CHARLES FOLLETT, Ltd., official Ford agents, PORD Conaul. 1954, beige/red, radio and heater, 13,000 miles, carefully used and maintained, one owner, H.P. facilities, £675
SHOWROOMS: 18. Berkeley St., W.1. Mayfair £266.

SERVICE: Works & Stores-Barnsdale Yard, off Eigin Avenue, W.9. Cunningham 5936. (C2010

1953 Consul, black, red leather, heater, 22,000 milles; £595.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambarsador 8266.

Simpson Motors (Wembley), Ltd., English Car Sales Division. offer— 1953 Ford Consul, fitted heater; £585,—365, High Rd., Wembley, Middx, Tel. Wembley 4422.

FORD CONSUL 1953 Ford Onnul saloon, black, red leather uphology throughout; 557 master equipment, splendid condition throughout; 557 cellicity of CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 m. to 6 p.m. (C2008

1953 Ford Consul, covers, neater, small mileage; a months' guarantee, terms and ex-

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5223 and 5774. !C4054 1954 Consul de Juxe saloons, heaters, leather, etc.; choice of 3.—Sharwood Motors, Ltd., 52. Ux-bridge Rd., W.S. Ealing 1475.

WHY accond-hand? New Consul convertibles from stock; choice of 4.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475.

Unbridge Rd. w.5. Ealing 1475.

1951

100-colour Consul, new engine, radio, heater, Motors, Paimerston Rd., N.W.6. Mai, 4725. [C1011

1955

Ford Consul convertible, green with beige clasther, 48 miles only, a new vehicle in every respect, £635.—ells Service Garages, 144, London Rd., Ringston-on-Thames. Kingston-on-Thames. Kingston-on-Cloud.

2565

1955

Ford Consul, Dorchester grey, 126

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1955 Ford Consul, black/red leather, heater, 9,000 miles; £698; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, & W.18 (few minutes Clapham Junction). Bat 2252.

ham Junction). Bat 2252. [C5002]

1954 heater, Ford Consul saloon black, red leather, throughout; £595.—Broadway Motors, Hamorth Rd., and 67 H gh St., Hounslow. Tel. Hounslow 0175, [6303]

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloons, the consultation of the consul

Box 4795.

505 as a first series of the seri

stead 604L.

P952 Ford Consul. leather. heater, radio, sea tyres, one very careful owner, a specimen car; &375-terms, exchanges.—West London Motors, 205/209, Ful. mm Palace Rd., W.S. Ful. 0066

Ford Concul Cars Wanted

M M DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars, Used Car Department, Hyde Park [W1065]

ROWLAND SMITH'S. the Car Buyers,—Highest cash prices for Ford Consul,—Eampstead (Tube), N.W.S. Ham. 6041.

1955 Ford Consul required, blue preferred. -81, Alresford Rd., Winchester.

ALMOST new Consul required immediately. 54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016 FORD Consul buyers.—Motourists (London). Ltd., Great North Rd., East Finchley Station. N.2. Tudor 2501-2. [W3018

#### FORD ZEPHYR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers;—et 22phyr Six saloon, Dorchester grey, red leather upholstery, heater, excellent condi-

1952 leather uphoistery, heater, excellent contines 1952 upholesery, heater, radio, seat covers, windscreen washer, excellent condition; £575.

1953 Zephyr Six saloon, black, red leather upholesery, heater, seat covers, one owner, excellent condition; £595.

1953 Zephyr Six saloon, Dorchester grey with red per condition; £595.

1953 Jeather upholstery, heater, radio, low milesers, per condition; £510.

We will be the condition; £510.

Whetetone, £20. Tel. Hillaide 6621. [C3042 RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists,

ATMOND WAY, the hire-purchase appreciasors.

Pord Zephyr salzon, a truly magnificent reample, sachwork in two-tone Zodine colours; the State with a heat of the south of the value of approximately £100, taxed December, one owner, low mileage; 599gns, or £125/19 deposit, balance 24 months.

HIRE purchase ferms on the apot with no references, the provided of the position of the policy of the policy part exchange on your present motor cycle or car; always 200 cars under 400 to choose from.

DAYMOND WAY, Canterbury Rd., Kilburn, N.W.S. Madd vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 40447), 24763.

H. C. PAUL, LIA.

1955 (11.11.54) Ford Zephyr saloon, black, leather, beater, mileage 8.000; £685.—32. Bruton Piace, Berkelpy Square, W.J. Mayfair 0821/2. [C5040 PETER BANTOCK CAR SALES offer:—

1954 Ford Zephyr, black/red leather, fitted with new; at approximately 2150 under list price at 2,685,—104, High Rd. Chiswick, 2725/5870.

H. BEART & Co., Ltd., offer:-

1953 Ford Zephyr saloon, excellent condition; Kingston-on-Thames. Kingston 3348. (C1081

WOOD & LAMBERT, Ltd., main dealers.

1954 model Zephyr saloon, dark green, leather, leather, ladio, excellent condition; £635.
1953 Zephyr saloon, black, red leather, heater, li,000 miles; £935.
1951 Zephyr saloon, green with beige leather, heater, well maintained; £525.
49. Stamford Hill, N.16. Sta. 5434.

ALLAN TAYLOR (MOTORS). Ltd., offer:-1953 Ford Zephyr, green, 18,000, beater fitted; 1953 Ford Zephyr, radie and heater fitted, black, baxed to December; £595, Hidden St., Wandsworth, S.W 15 Tel. Vandyke 4433 (5 lines).

1953 Ford Zephyr, blue, 26,000 miles, condition
HAMLITON MOTORS (LONDON), Ltd., 466-490,
Bedware Rd., London, W.2. Paddington 0022 (12

1953 Ford Zephyr, black, heater, etc., one owner; 2565.
1952 Ford Zephyr, black, radio, heater, etc., one owner; £565.
W. J. BROWN, Ltd., Ford Distributors for 30 years, 259, Finchley Rd., N.W.5. Ham. 2284. [C1025]

1955 Ford Zephyr saloon, heater, leather, 2,000 BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper Square Tube Station, Temple Bar 3588. [Clo27]

1954 series Ford Zephyr saloon, black, red leather, JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon Sanderstead 4260.

1953 Zephyr saloon, green/beige, radio, heater, net 1144. C3028

£550—1953 Zephyr saloon, black, red leather, heater, one owner, excellent condition—Downland 4740.

1953 Zephyr, 11,000 miles, heater, covers, beautifully maintained, £600.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C5006]

WHY second-hand? New Zephyr convertibles from stock; choice of 4.—Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5. Ealing 1475, [4603

1952-3 Ford Zephyr, blue, heater, beautiful condition, 19,000 miles; £560 o.n.o.—Donnington Central P.O., Weilington, Salop. [5992

1952 (July) Ford Zephyr, blue, blue leather, radio heater, twin pass lamps, almost new tyres, E540.
ALTWOOD GARAGE, Altwood Rd., Maidenhead.
Tel, Littlewick Green 70; evenings and week-ends.
[C1107]

1952 (July) Zephyr, blue/blue leather, heater, readio, twin passlights, nominal mileage, all very good tyres, tased, in excellent condition, £540.

A.T.WOOD GARAGE, Altwood Rd., Maidenhead, Tsil. Littlewick Green 70; evenlings and week-ends. Littlewick Green 5076.

1951 Zephyr, radio, heater, covers, leather uphol-stery, immaculate; £545.—Jack Pomer (Autos), 595, Hendon Way, N.W.4. Hen. 8011-2.

1952 (Sept.) Zephyr, green/fawn leather, radio heater, new tyres, extras, immaculate, £550.—Husted, 28, Christchurch St., Chelsea, S.W.3.

1954 Zephyr saloon, heater, leather, Undersealer, and comper, taxed; £625.—Richards & Carr. Ltd., 55, Kinnerton St., S.W.I. Sloane 5424.

1955 (May) Ford Zephyr, Winchester blue, heater under 1,000 miles, as new; £725; exchanges deferred terms.—John S. Truscott Ltd., 173, Westbourne Grove, W.11. Bay. 4274.

1953 Ford Zephyr, black leather, heater, £560; £615.—Vick Bros. Ltd., 82. Grosvenor Rd., Aldershot Tel. Aldershot 2465.

1953 Ford Zephyr saloon, black, red leather, 5505.—G. S. Hili, Ltd., 502. King St., Hammersmith, W. 6. Riverble 20-1.

1953 (May) Ford Zephyr Six saloon, blue, radio, £575.—County Garage, Sackville St., Manchester, 1, Central 8011-2.

1953 Zephyr saloon, blue, fitted heater, excellent condition, guaranteed; £565; exchanges, exchanges, w.14. Park 9704 and 5968.

1955 Ford Zephyr, 6,000 uilles, radio, heater, leather, taxed year, indistinguishable from new; £795; H.P. terms, pert exchanges.—Percy D. Sigrama, Ltd., 91, Cowley Rd., Uzbridge 5022.

man. Ltd., 91. Cowley Rd., Uzbridge 5022. 18575

PORD Zephyr saloons. 1955; choice of 5 cars.

PORD Zephyr saloons. 1955; choice of 5 cars.

Port Zephyr saloons. 1955; choice of 5 cars.

Rd., 8 W.1. C. L. (221).

1953 all results of the companies of the compani

£610.—Pangbourne Careae. 1-years.
£645!!!—Ford Zephyr saloon, Sept. 1953, super de fadio, with military and windscreen washers, serviced and maintaine by ficeal Ford main agents.
CAMBER MOTONES, Leighton Buzzard 2041. Write for catalogue, show trooms open until 8-pm. (CloS5)

FORD ZEPHYR

PORD Zephyr, 1954, taxed end of year, fawn. red upholstery, loose covers, heater, spot lamp, 16,000 miles, one owner, perfect condition; £630.—Apply, "Khelona," Lynwood Rd., £altdean, Sussex. [6314]

1953 Ford Zephyr saloon, 24,705 miles, completa with heater, radio, loose covers, most exceptional condition, guaranteed; £595; cash, part exchange or deferred.—E. J. Baker & Co., Ltd., Dorking 3822.

1954 model (December, '53) Zephyr convertible, operated hood, radio, heater, spotlight, reversing light, one owner only and a showroom example throughout; H. E. NUNN & Co., Ltd., 282, Bury New Rd., Mcn-fecal Broughton 2201. [6631

SUPERCHARGED Zephyr Six convertible with over-drive. November, 1954, 5,000 miles only, moleskin covers, tubeless tyres, acceleration 0-70 15ec. maxi-mum speed 115 mph; £1,000. seen London by appoint-ment.—Box 4721.

Ford Zephyr Cars Wanted

D M AGENHAM MOTORS Ltd., wish to purchase Ford 22ephyr cars.—Used Car Department, Hyde Park 4070. MOST new Zephyr required immediately.—54 Streatham Hill, S.W.2. Tuise Hill 2676. (W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. [W4018] R

WANTED, 1953-54 Ford Zeplyr, must have radio, heater and be under 15,000 miles, and faultiess.

—Altwood Garage, Altwood Rd., Maddenhead. Tel. Littlewick Green 70: evenings and week-ends. Littlewick Green 3076. A 1 at Browns.

1954 (Sept.) Ford Zodiac, black, 11,000 miles, one careful owner; £765.
W. J. BROWN, Ltd., Ford Distributors for 30 years, 539, Finchley Rd., N.W.5. Ham. 2284. [C1025] NEWNHAMS, Ltd.

1954 Ford Zodiac saloon, radio, several extras; NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.
1955 Ford Zodiac saloon, under 1,000 miles, as new: list price.
RIPCO, Ltd. (Zodiacs Purchassed), IB, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/5/4.

A CLAND & TABOR, Ltd., Welwyn By-Pass, 163052 A CLAND & TABOR, Ltd., Welwyn By-Pass, Heris, Welwyn 481-2-5, offer:—
1954 Ford Zodiae, finished grey/green, radio, ex-mum H.P. terms available.

1954 Zodiac, fitted radio, low mileage, sa new 2201-6. Rod-

RAYMOND WAY, FORD (V.8)

RAYMOND WAY, East London Branch. \*

1937 Ford V.8 model 68 fixed head coupe, original grey paint, fitted loose covers, Rimbellishers, wing mirrors, overriders, etc., etc. 149gns or £40 deposit.

Las formalities or guarantors; part exchange on over present car or motor cycle; always a huge selection of pre- and post-way cars to choose from.

RAYMOND WAY. 775. High Rd., Seven Kings 4066.

1949 Ford Pilot, excellent condition: £295.

SCOTT CARS. 347 Finchley Rd., London, N.W.S. Tel. Hampstead 7779/8676 [C4016

1951 Pilot. black, radio, heater; £375.—Campbell Symonds. Wemblev 6262.

£68 Ford V.8 model 78 1937 club coupe, taxed, radio.—92, Hayes Chase, West Wickham, Kent. [6188]

1949 Ford Pilot saloon, leather, radio and he nice order throughout; 3 months' guara

C East End Rd., N.3. Finchley 6236 (3 lines). 1950 Pilot saloon, radio, heater, immaculate throughout; choice of 2, 2389.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

1951 Ford Pilot, black, brown leather interior, tion throughout: £395.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233.

1950 Ford Pilot, finished black, beater, radio, Ace Rimbellishers, spot lamps, etc., good tyres, and in very excellent condition throughout; £875.—Morley, 54, Streatham Hill, S.W.2, Tull, 4486. [C3016

1949 Ford Plot, works eneme, Marrehal consurance, revision head lamp, 600 miles, just responsed, immaculate, throughout, 2565, 8 months guarantee, terms and exchanges, and JACK WILLIAMS MOTORS, Ltd., 169, Prior Rd. Hornsey, Mountriew 5228 and 5774. [C4054

FORD 1951 Pilot saloon, a magnificent example, fitted radio, heater, screenwash, etc., very low mileage, almost as new throughout; £380 or 855 down.—Harry Davies Car Sales, 359, High Rd., Willesden, 172.

PillOT salcons urgently required by Jack Ponner (Autos), 395, Hendon Way, N.W.4. Hen. 3011-2.

CAREFULLY used Pilot required immediately.—Chain of Ealing. Hanger Lane, Perivale 4404. [W1043

ROWLAND SMITH'S are Car Buyers.—Highest cash prices for Ford V.S.—Hampstead (Tube), N.W.S.

1949 Ford Customs 4-door sedan; £545. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 77/9/3676 [C4016/2

1951 Ford Customs 4-door sedan, excellent condition: 2725.
SCOTT CARS, 547 Finchley Rd. Lendon, N.W.5.
Tel. Hampstead 7779/8676.

1954 Ford Customline, radio, heater loose covers.
SCOTT CARS, 347. Finchley Rd., London, N.W.3.
Tel. Hampstead 7779/8676.

1951 Ford Customs de luxe saloon, a specimen ear; from R675.—D. F. Wyatt, Ltd., 31-33, Purtune Green Rd., West Hampstead, London, N.W.6. Eamp-1960 (2001) Green Rd. stead 8988.

PORD Customs 1951 (July) l.h.d. 2-door 6-seater, eggshell blue, radio, heater, genuine bargain; £495.—Petersfield Garages, 1357, Stratford Rd. Bir-mingham. Springfield 1848.

SIMPSON'S offer:-

1951 Ford Customs de luxe. 2-door, many other SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8631/5903.

1951 registered Ford Customs 2-door left-hand drive saloon, immaculate condition throughout; £525.—Brookside Motors, 102, High St., Uxbridge [6232]

O<sup>R</sup> all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars. Ltd., fit. West Rd., Brentford. Tel. Ealing 4506-9. (7789/R

American Ford Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the American
Ford buyers. Wembley 8691/3903. [W4015/R

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J. H. BARTLETT.—Frazer Nash-B.M.W. \$21 drop head coupe, recent overhaul; \$295.—27, Pembridge villas, W.11. Bay. 052;

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some 5-2 week-days and Burtusge.—Sittle type 536
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£465 —Healey 2½-litre 1947 sports open 4-seater, BenMOYDORS, 1, Clarendon Rd, Holland Park, London, Will. Park 5006-7 (50 yds. Holland Park Tuber, Exchanges, hp.

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THE only drop head Elliott car, specially built for Donaid Healey, 1948, 110 mph. just resprayed light blue, A.A. inspection welcomed; £600.—Box 4675.

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HILLMAN 10

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One owner, definitely as new; £685.—At Odeon
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1953 (Jan.) Humber Hawk, black, fawn leather, laxed year, moderate mileage, one careful owner. 2595.

1949 (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1953 Humber Super Snipe saloon, grey, one owner radio and heater; £765.—A. J. Allen & Son [6106]

1949 (Oct.) Humber Hawk, black, reconditione engine; £475.—Hale Motors, Ltd. Tot. 777

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1954 (May) Humber Super Snipe, finished black, ally as new; 2875.—Morkey, 54, Streatham Hill, S W 2 711, 4882.

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[C5082]

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[C3087]

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Place, W.1. Maytair 0661-2.

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#### JOWETT

WM WELBECK MOTORS for Jowett:-

THIS week we offer a choice of two Jupiter Mark IAs (the very rare latest model with opening boot):—
1953 (Oct.) Jupiter Mark IA. Ivory with red leather, mileage 9,000, heater, identical to

1953 (Nov.) Jupiter Mark 1A, black, mileage show-finished engine, many extras A LSO

ALSO
1953 Jupiter Mark I, Ivory with red leather, milegae 14,000; £595.

WE are desperately in need of very low mileage 1953
de luxe Javelins and the cheaper Jupiters.

WELBECK MOTORS, Ltd., 107, Crawford St.,
London, W.1 (near Baker St. Station), Welbeck
1139 (6 lines). Far the largest Jowett agents in the
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CLARKE'S OF PIRBRIGHT, Ltd.

THE Jowett Centre of the South.

1952 Javelin de luxe saloon, one owner, beige with 24br. service: we never close (open throughout the piraketed). Brookwood 2201-2.

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— 1953 Jowett Javelin, heater; £535.—355, High Rd., Wembley, Middx. Tel, Wembley 4422. [C4015

1948 (July) Jowett Javelin, black, good condition, beater; £330.—Chorley (Lanca) 3289. [6180]

JAVELIN 1950, private, maroon, de luxe leather, heater, extras: £450.—Tel. Cunningham 3594. [5926] 1949 Jówett Javelin de luxe, radio, heater, rec £395.—Brookside Motors, 102, High St., Uxbridge.

£435 —1950 Javelin, grey de luxe, Series III en-sealed en ellent condition.—11, Ashcombe Ave., Bir-mingham, 20.

mingham, 20.

1950 Jowett Javelin saloon, in outstanding concluded: £425, or £125 down.—Brey Moorz., 190-184, West End Lane, 8.W.5. Hampstead 0490.

1952 Javelin, really immaculate one-owner which is open its anybody's inspection. mileage 19,000: £4851—A.Z. Motors, Palmerston A.W.5. Mila. 4735.

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375 rns.—Jowett Javelin 1949 saloon, leather, cod condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampsteed (Hampsteed Gold.)

1949 Jowett Javelin saloon, bronze, fawn leather, recent extensive overhaul, car in excellent condition, taxed: 8355.—R. S. Mead (Salea), Lidd., 42, Queen St., Maldenhead. Tel, Maldenhead. 42, Queen St., Maldenhead. Tel, Maldenhead. (COl)

3451-2. [CS011 13853 miles (certified) Jupiter 2-seater, Septem-heater, continuously serviced by Jowett distributors, societas, as new 2506. "Special" continuously serviced by Jowett distributors, societas, as new 2506. "Special" (CS020) 13 p.m. [C4020]

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ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. [W4018/R

W M ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, Largest Jowett agents the country, are in very urgent need of low mileage as-new 1953 or 1954 full Series III Javelin de luxe. (W4049

H. A. SAUNDERS, Ltd., Golders Green, require: JOWETT cars for cash.-140-144, Golders Green Rd., N.W.11 Speedwell 0011. [W4004

JAVELIN and Jupiter wanted.—Richards & Carr. Ltd... 35. Kinnerton St.. S.W.I. Sloane 5424. A LMOST new Jowett required immediately,—54. A Streatham Hill, S.W.2. Tulse Hill 2676 W3016 WANTED, 2-seater or saloon 1934 onwards, also Bradford engine.—Postle, Attleborough, Norfolk, 15055

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PARES, reconditioned units and service facilities will Scontinue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Bradford, Tel. Idle 541. [0794/R]

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COMPLETE spares for Javelins and Bradfords always in stock: specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (2081/R KINGSTON - ON - THAMES. — Jowett agents and specialists for sales and service.—G. W. WILKIN, Ltd., 1. Weston Park, and 64. Eden 5t. Eingston. Editor. [54053]

EAST Anglia.—For all Javelin and Bradford spare.
—Peter Guest Ltd., Gaywood, King's Lynn. Tel.
[0364/R]

BIRMINGHAM agents, large stocks of pares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916.

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9. Russell Parade. Golders Green, N.W.11. Spe. 10135/R

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1955 models, 2-door, 4-door saloon, drop head 1955 coupe available: demonstrations, 2 demonstrations culate, 4-door sal, 2,000 miles, imma-culate. 1954 Lacentia 3-lt. Tickford d.h. coupe, blue.

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1938 dy-litre independent suspension 4-deader coupe, small mileage, since comprehensive engine cheek; £853.

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JULY, 1958 V.12 Mulliner limousine, 24,000 miles, Judorn lines, recent £150 everhaul, tyres worth £75 ride control, heater, electric rear blind, etc. Berkeley caravan tow link (used once), must sell; nearest £355.—Holgate, "Frenches," Greenfield, Oldham. (5145

£500—1938 Lagonda V.12 saloon, the loveliest operation of the condition, £500, overhaul and recondition and the condition of the condition of

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E255 [11-939 Lanchester 10 full de luze saloon immaculately maintained example.

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1955 Lancia Appia saloon 1100cc, virtually new; £1,595; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4935. [C1010

Southgate 01. winchesters.

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one owner, almost unmarked, now reduced to £1,550.

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[C1013]

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SERVICE: Works and Stores-Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010

1951 Lea-Francis 14hp saloon, one owner, black/ Newbury, Berka, Tel. 1020. (Newbury), 12d.

£550 —1950 Lea-Francis 14hp black saloen, 26,000 miles, beautiful condition.—Goulden, 9, Broombill, Airedale, Castleford, Yorks.

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HAROLD SIMONS Lad. 397-401, High Rd. East Hinchley, N.2. Finchley 0052-5-4 any time. (C4065 Grus.—Lea-Francis 1848 14hp shooting brake, removable rear seaties, drop tailboard, very good and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6941.

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SPARES and service for all models from the manufac-turers.—Head Office and Works: Much Park St., Covenity, Tel. 60304-5-6,

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EPPICIENT repairs! Immediate attention; gears, gear boxes; seat covers, £8/10.—T. & F., 10, Winchester Mews, N.W.S. Pril, 2647. [S4100]

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A & S 7-Passengers. £325 Morris Oxfords, 18hp Austin £325. 16hp Austin Hirecars £650. Sheerlines, Humbers from £595, Packards, Cadillacs,

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[C1000]

Seven passenger 4-door 1951 Austin hirecar, and the carefully maintained, economical; £645.—11, Kendrick Place, South Kensington 6916.

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1954 model Lincoln Capri convertible coupe, actual Show model, 5,000 miles only, ivory, leather interior, dual range, hydromatic transantisation, power-poperated seering power brakes, electric nood, windows and the control of the c

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NEW and unregistered 170 diesel; £1,395.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston [C3001

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1951 M.G. T.D. 2-seater, tuned and maintained
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1949 (December) M.G. T.C., red, excellent con-

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1938 T.A. black and cream 2-seater sports, good processed to the condition of the co

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1947 M.G. sports; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1947 M.G. 1½ saloon, recently overhauled, in JACK GREEN CARS (LONDON), Ltd., 191-5, Walworth Rd., S.E.17. Rodney 7111-2. [C2088 SLOCOMBES, Ltd., Willesden 4869, for cars with unique guarantee.

WE offer a selection of M.G.s as follows:—

1935 P.A., mid-grey, fine performer; £245.

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A tell worth looking at or phoning about, and we
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1954 M.G. Siagnette, as new, B.M.C. 4 months' guarancee
GREEN & ZONIS, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6.

£290 ill—1959 2.8 M.G. sports salcon, outstanding example of one of these delightful cars.

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1940 T.B., red, sound condition; £240 o.n.o.-45, Manor Ave., Cannock, Staffs. [6332

£345 —M.G. 1½-litre 1938 sports tourer, superb BenMoTORS, 1 Clarendon Rd. Holland Park, Lon-don, W.11. Park 5066-7 (S0yds Holland Park Tube) Exchanges, H.9.

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1950 M.G. 2-seater, colour green, excellent condi-tion; £455.—John Whalley, Ltd., London Rd., Rishop's Stortford, Tel. 181-2. [C405]

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beck 1139. (C4043)
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495 ms.-M.O. Midget 1951 T.D. 2-seater, 1,500cc
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20 ms. -M.C. Midget 1957 T.C. 2-seater, Pricish Carlonal: terms, exchanges. -Rowland Smith, below:
-Rowland Smith, below:
-Rowland Smith, below:
-175 ms.-M.G. 1938 model 1½-titre sports asloon, terms, exchanges list. Open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tubol).

M.G. 2-stroke T.F. model, black, beige upholstery, radio, new condition; £615,—Steele Griffiths, London, S.E.5. Rodney 2201-6. [5957]

1952 M.G. 1½-litre saloon, black, beige uphol stery, in almost new condition, one owner £615.—Steele Griffiths, London, S.E.5. Rodney 2201-

1935 M.G. P.A. grey good condition, new carburded year; £15.—Tel. Chippenham 2866, £1er 7 p.m. 937 M.G. T.A., black, red leather, good condition, new batteries, reconditioned sleeved engine; £190.—1, Ridgeway, Wetherby Rd., Acomb, York.

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T.A. M.G., 1939, excellent condition, black, Windtones, spots, luggage rack, special shock absorbers; £285.—2. Turner Drive, N.W.11. Meadway 3022.

M.G. N3 comp. fast 2-seater, excellent condition, with many extras, supercharger; this car is one of the original M.G.'s Three Musketeers; £250.—Box 4560.

1952 M.G. 1½-litre saloon, black/red, heatar, re-con, engine recently fitted; 2625; exchanges.— Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

(few minutes Cuspusses Sancta Agents and Condition, M.O. T.C. 1947, black, extras, excellent condition, engine overhauled yet to be run in, brakes relined; £370.—Ring Streatham 7548 after 6 or week.

JACK ROSE, Ltd., offer 1954 T.F., grey with red. 5,000 miles, unused this year; £555.—Stafford Rd., wallington, Surrey, Wallington 6677; also High St., Eanntead. Burgh Heath 2376,

1950 (April) M.G. 1½ saloon, black, red leather, Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1939 M.G. 2.6-rtre drop head foursome coupe.
-Bray Motors, 180-184, West End Lane, N.W.6. Hamp-stead 6490.

stead 6490.

1952 (April) M.G. saloon, under 20,000m., taxed over: £875.—Victoria Motors, \$2. Long Millgate, opp. Victoria Station, Manchester, 3, Blackfriars 1549, 6387

1951 11%-litre M.G. sports saloon, black, red loose covers, 29,000, reconditioned engine, 950 miles, immaculate condition; £545.—Battersea 5679, after

1950 T.D. M.G., excellent condition, high axie, brake linings, Andrew shock absorbers, lightweight bucket singalators; £515.—36, Southbrook Rd. Lee, 6073

N. A. Magnette. 1954. mechanically, electrically a rebuild. hence bagain price £90 c.n.o.—Y "Greenwoods," Essendon Rd., Sanderstead, St. 124, 4796.

1955 (January) M.G. T.F., 1,500cc, finished black tion only, speedometer reading under 5,500, axed to December 31; £750.—Jarvis & Sons. Ltd., Morris House, Morden Rd., 8.W.19. Liberty 3221-2. [C3006

1951 M.G. T.D., blue, one owner new engine and maculate condition, radio, heater, numerous extras, excellent tyres, hood and battery; £500 or near offer. Everett, 41, Cantelupe Rd., Bexhill-on-féea. Tél. 2526.

), r.h.d., export, supers condition, black, beige upholstery, numerous extras include heater myschiers, sheepskin rugs, black instruments, fitted in the property of the state of the state

M.G. L-type Magna drop head foursome coupe, 1934, completely stripped and rebuilt with 1st reboom miles ago, all parts showing slightest wear respectively. The stripped and rebuilt with 1st reboom significant way in the spaces.—Worsley, 14, Princes St., Grangemouth, Stirlingshire.

£772 deposit.—1940 M.G. 1½-litre sports drop head foursome ocupe, complete with history, immacriate: £285; Trade Enquiries Welcomed; terms and exchanges.—Roys automobiles, Ltd. 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Europ. 2700

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3 Ham. (W4018/R

ALMOST new M.G. required immediately, -54, Streatham Hill, S.W.2. Tulse Hill 2676, [W3016 WE have a customer for your car.—Tel. T. & F., Pri. 6159. 10, Winchester Mews, N.W.3. [W4100]

SLOCOMBES, Ltd. Cars Wanted

WE urgently require M.G.s of all models since 1933.

-Dudden Hill Lane, Willesden, N.W.10. Willesden Nearest Underground Dollis Hill Stn. (W4017)

H. A. SAUNDERS Ltd , Golders Green, require; M.G. cars for cash.-140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

C.N.K. MOTORS urgently require M.G.s. particularly V.A., T.A., T.B. and T.C. models.—353. Finchley Rd., N.W.3 Hampstead 5712. (W1052

CLUBMAN AUTUS, Ltd.. urgently require all models M.G. for cash —138-142, High St., Tooting, S.W.17. [W1095 Bal. 3494. [W1035]
ACK ROSE Ltd., require Magnette and T.D. cars.—
Stafford Rd. Wallington, Surrey. Wall. 6677; and Burgh Heath 2376. [W3056]
URGENTLY required. 1947-55 M.G. 114 saloons.—
Gläsons Sporta Cars (Christchurch). Ltd., Londhurst Rd., Christchurch, Bants. Fel. 1681. [8590]

WANTED, nearly new M.G. Magnette, small mileage, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

TOULMIN MOTORS.

OFFICIAL stockists,

PECIALIZE in M.O. and M.O. care only, repairs and complete overhauls, all models 1932 to 1952; exchange engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. slevers, rockers, rocker bushes, rocker ahafts, valves, guides, springs and stock, new vertical drives gears now available; we stock, new vertical drives gears now available; we round the stock of the stoc

W. JACOBS & SON.

WE specialise in spares and 'epairs for all models of M.G. cars.

JACOES & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7763-4. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.O. spares outside the factory.—7. Hertford St., London, W.1. Gro. 4141. don. W.1. Gro. 4141.

W. DERRINGTON. Lid., for M.O. spares and replacement parts, new and used; valves, springs, stage linings and cables; stage I and II Laystall, Lucas cylinder heads, petrol tanks. fold-flat windscreens, silencers and exhaust systems; stamp new list.—159-161. London Rd. Kingston 5621-2

skon 5621-2. [Mi071]

M. G. spares, most parts in stock for all models 1930 bushes, shafts, etc. replacement camshafts, rockers, rockers, spares, spar

MORGAN
MO

1953 Morgan open four-seater. mileage 20,000. Welbeck 1139.

Welbeck 1139.

1951 Morgan Plus Four coupe, green, one owner, unleage under 10.000, tyres little used, bumpers, radio, excellent condition: £450.—Box 4710.

1954 Morgan Pius 4 2-seater, TR2 engine, mileage unused, superb condition: £670, no offers, cash only.—Warner, Tel Worthing 771, no offers, cash only.—1050 Morgan 4/4 4/4 1950 Morgan 4/4 d/h coupe, extensively over-hauled and in first-class condition, cemon-stration any time; £385 o.n.o.—Lennard, South Hatch, Epsom 204.

Boom 204 inter, 2000 0.1.0.—Lennard, South Hatch, 1950m 204 Pebbuary, Morgan 4-seater drop head coupe cash adjusted in the control of the con

2718 genuine miles, never raced, sever diced, gaster did, run-in, genuine miles, never raced, sever diced, gaster fully run-in, genuine reason for sale; care fully run-in, genuine reason for sale; care did, gaster fully run-in, genuine reason for sale; care did, gaster fully run-in, genuine reason for sale; care did, gaster fully run-in, genuine reason for sale; gaster did, gaster fully run-in, gaster ful

ROWLAND SMITH'S the Car Buyers —Highest cash prices for Mergans —Hampstead (Tube), N.W.5. Ham. 6041. SLOCOMBES. Ltd.

WE urgently require Morgans of all nodels since 1935.—Dudden Hill Lane, Willesden, N.W.10. Wilesden, 4869. Nearest Underground, Dollis Hill Stn. leaden, 4869. Nearest Underground, Dollis Hill Stn.

CLUBMAN AUTOS, Ltd., urgently require all models
Morgan for cash.—138/142. High St.. Tooting,
S.W.17. Bal. 5484.

Morgan 4/4 official spare parts stocklats, service and repairs.—Basil Roy, Liu., 161, Gt. Portland St., W.l. Langham 7735.

MORRIS MINOR

W. BAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N. 20, Tel. Hillaide 6821, offers:—
1954 Whetstone, N. 20, Tel. Hillaide 6821, offers:—
1954 upholstery, heater, seat covers, mileage 6,000, one owner, immaculate £865.
1953 (December) Morris Minor 4-door de luxe seccilent condition; £665, red leather, heater, iou mileage, excellent condition; £665, red leather, heater, mileage 10,000, one owner, ex ellent condition; £555.
W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N. 20 Tel. Hillaide 6621. [C3042]

H. BEART & Co., Ltd., offer;-

1953 Morris Minor saloon, black, one owner; £495. 1952 Morris minor convertible, nominal mileage; £465.—102 London Rd., and High St., King-ston-on-Thances. Kingstee 3348.

GLANFIELD LAWRENCE offer:-

1952 (September) Morris Minor 4-door saloon, in exceptional condition throughout: £540.—407, High Rd., N.12. Finchley 0991.

CLARKES OF PIRBRIGHT, Ltd., offer:-

1955 Morris Minor tourer de luxe, beige, red PIRBRIGHT, Burrey. Brookwood 2201-2.

ENGINES RECONDITIONED, Ltd., Ger:-

1952 Morris Minor 2-door, 18,000 miles, excellent condition; £475.—333, Pinner hd., I strow, Middx. Tel. Harrow 5366.

H. M. BENTLEY & PARTNERS, Ltd., offer:-

1955 (May) Morris Minor 2-door standard saloon, 1,300 miles, list price. Q. Albemarle St., London, W.I. Tel. Grosvenor 5551. (C2054

1952 (November) Morris Minor convertible, im-parsons & Parsons (GARAGES), Ltd., Potter St., Harlow, Tel. Potter St. 121. (C9088

1955 unused, 4-door de luxe, cost +£25.—Johnson, Clay Lake, Endon, Stoke-on-Trent. [5926]

1955 (June) Morris Minor 4-door saloon, works mileage only; £640.—Box 4556. [5571

1955 Morris Minor 4-door saloon, green, 1,500 [6285

1949 Morris Minor tourer, in superb condition; 3350 and 0030. Gardner & Co. (Hendon), Sunny Hill 102077

1953 series Morris Minor, black/red, low milesge, Barnet 1144.

1951 Morris Minor convertible, black/beige leather, new hood, heater, etc.; deposit £85; price

\$255.—Below del Morris Minor convertible, recellu1950 model Morris Minor convertible, recellu1950 model seculent condition throughout; deposit
1953 leather, heater, faultiess condition throughout; deposit \$115; price £555.

McLAREN & COX. Ltd., 928, High Rd., North
Finchley, N.12. Tel. Hillside 0560/9553. (2308)

1952 Morris Minor, 4-door saloon, grey/red, only 14,000 careful miles; £495.—John Trigg, 144 Esher 2956 (C408) 1955 Morris Minor, 2-door, green, 1,500 miles

£595.—1955 Morris Minor saloon, quite new; ex-changes, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010

1955 (Jan.) Morris Minor 2-door saloon, heater, as new: price £585.
MILESTONES SERVICE GARAGE, Ltd., 506, Erith Rd., Bexleyheath. Erith 2629.

1954 Morria Minor de luxe Traveller's car, grey, taxed December.—Box 4756.

1954 Morris Minor, 4-door export de luxe, 4,000 miles, roof-rack, undersealed, absolutely as new; £590.—Beavis, Wheathampitead 2175. [5919

1952 (June) Morris Minor convertible, blue: £465.
Primrose 4441. (C4067

Primrose 4441.

495gns.—Morris Minor 1954 ohv saloon, heater, overriders, one owner, small mliesge, spare unused; terms, exchanges.—Rowland Smith, below.

1 gns.—Morris Minor, iste 1950 saloon, platinuss rowland Smith, below condition; terms, exchanges.—Rowland Smith, below condition; terms, exchanges.—Morris Minor 1950 tourer, blagk, fawa upholstery, choice of 12 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1953 Morris Minor 2-door saloon, loose covers 23,000 miles, one owner: £495.—L. F. Dove Ltd., 115, Addiscombe Rd., Croyden. Addiscombe 5066 119.54 Minor Traveller's car, 10.000 miles, de luce 15.54 Minor Traveller's car, 10.000 miles, de luce 15.57.—Leslie, c/o 32 Hilldown Rd., Hayes, Rent. 16.000 Minor Rd., Hayes, Rent.

WIN carburettor conversions, h/c head and his ratio rear axles give amazing performance; set data and road tests. Demonstrations, h.p. term

107 data and rosa tests. Demonstrations, n.p. testas, part exchange.
1951 convertible, reconditioned ongles, heater, new seat covers, fully converted: £450.

ALEXANDER ENGINEERING Co., Ltd., Haddenhen, Ci. (20) 48.

MORRIS MINOR

1955 (June) Morris Minor, new and unused (de-leather, taxed Dec.; must sell; best offer.—A. L. A., 16147

1952 (November) Minor 2-door carbs... double valve springs 52 carbs. double valve springs, undersealed.
27. covers, one owner: £475.—Richards & Carr.
35. Kinnerton St., S.W.1. Sloane 5424. (C3045)

30. Minnervor St., S.W.I. Bloame 5424. (Feb.) Morris Minor convertible (s.Y.), 2439, exchanges, h.p.—11. Perrymenad, Prestwich, chesier. Prestwich 2057.

1953 dworts Minor saloon, black, brown under the service of th

don) 4232, £475 eather, beautiful condition, 2 similar n 1953 and 1954 from £495.—Makin & Harrison, High Rd., W.A. Chiswick 0558,72619, 1953 (Sep.). Morris Minor convertible, Prothers, Ltd., 135, Old Brompton Rd., 8.W.7. mantle 3535.

1951 Morris Minor convertible, light blue, one of terms, exchanges.—Northways Garage, Swiss Cottage, R.W.S. Printose 127.

1953 Morris Minor saloon, above average condition; £475; hire purchase and part es changes welcomed.—Rerbert & Mills, Church Rd Ashford, Middx. Tel 2960.

1954 (cyc.) Minor 2-door de luxe saloon, birch birdh birdh grey, extras, Resentex covers, Notek, rad bilind, underseal, immaculate condition, spare unused; 6560—12. The Avenue, Colchester (Tel. 5065). [6556

1954 black Traveller, mileage under 5,000, carefully run in and maintained, tax December; best offer over £650.—The Chaplain, Hospital School, Holbrook, Ipswich.

1954 Morris Minor Travellers car, grey, red leather, heater, 9,000 miles, one owner, exceptional; &645.—Broadway Motors, 67, High St. Hounslow, Hou, 0.75. exceptional: £645.—Broadway moves. (5552 Hounslow. Hou. 0.175.

75 mph. 45mpg. twin carburettors, h/c bead. 5575. 8.8 secs. data and demonstrations.—George Boyle (Sports Cars). Mollington, nr. Chester. [Cliok Mollington of Convertible, grey, fawn interior. heater, months' guarantee, taxed December: £475.—C.N.K. Motors, 555. Finchley Rd., N.W.S. Hampstead 5712.

1953 Morris Minor 2-door saloons, guaranteed 6 years.—34, Acre Lane, S.W. 2. Brixton 4011, and 1-5. Dorking Rd., Epsom, Surrey. Epsom 5901. [C4085/R 1955 specification soon available new in very limited quantities; retail enquiries only.—Alexander, Engineering Co., Ltd., Haddenham, Bucks. Tcl. 345;

1953 Morris Minor 2-door saloon, black. 21, weatherproofed underneath, town work only, £52 English, 16, Kingsmead Rd. South, Birkenhead 192

English, 16, Kingsmeud tot. cookers Minor 2- and door aloons, low mileage, choice several from £541 1855 low mileage, choice several from £541 1855 low mileage, choice several from £541 1855 low mileage, choice several from £545 from £541 per cent deposit, balance over 2 years. Exchanges, list guarantee —257. Brixton Hill, S.W.2. Tul. 5664, (C306

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube). (W4018/R

N.W.S. Ham. 6041.

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Morris Minora.—38-52, Dudden Rill Lane (Nr. Dollis Elil Underground). Willesden 4869. [W4017 PRIVATELY owned Minor.—5, Brae Court, Kingston P. Hill, Surrey. Tulse Hill 2766. [W2037 Apr. Magn. Angle Leouited immediately.—54,

ALMOST new Minor required immediately. 54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016 L OW mileage ohy cars wanted urgently, particularly A LEXANDER ENGINEERING Co., Ltd., Haddenham. Bucks. Tel. 345. [W1094]

URGENT requirement for Minors.—Richards & Carr. Ltd., 35, Kinnerton St. S.W.1. Sloane 5424. WANTED, low mileage Traveller, must be clean.—
Reading Automobiles (Weybridge), Ltd., 13-15
Caversham Rd., Reading. Tel. 3021.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1946 Morris 8 series E 4-door saloon, a specimen car throughout, coachwork and leather interior in immaculate condition, a model in short supply. 259gns, or £52.19 deposit, balance 24 months.
HEE purchastic was a series of the condition of the

1947 Morris 8 series E. overhauled; 4325, below. 1936 model Morris 8 asioon, very good mechanic-slly: £120. SMITH & HUNTER, 576, Kensington High St., W.14. [C4019

MORRIS EIGHT
S.G.A. MOTORS (KENSINGTON), Ltd., who deal
exclusively in Morris 8s, offer:—
1939 Series E 4-door de luxe saloon choice of 2;
1939 Series E 4-sealer tourer, one owner, exceptional condition; £250.

1938 2-door de luxe saloon; choice of 4 from
1938 4-sealer tourer, outstanding condition; £185.

1937 4-door de luxe saloon choice of 3; £165. 1937 4-seater tourer; £165.

ND other saloons and tourer in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 5 months; hire purchase and exchanges, S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists, 10, 13 and 14, Atherstone Ideux, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd. develor 3509.

Western 3208.

1159 full all-weather equipment.

AMBS OF WOOD GREEN (Ear.) 100 guaranted cars: exchanges, hire butter (223, 54, 64);

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MORRIS 8 1959 2-str. coupe, new tyres, battery, etc.: £125.—Primrose 1183. [635]

125ms.—Morris 8 1958 tourer, very good condition; terms, exchanges.—Rowland Smith, below.

95 sns.—Morris 8 1979 de juxe saloon, siding head, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [64018]

1939 Morris 8 Series E, black, brown leather, immaculate; £235.—Jack Pozner (Autos), 595.
Hendon Way, N.W.4. Hen. 8011-2. 1938 de luxe saloon, excellent condition through-out, new battery; £160.—Wallington (Surrey

1937 Morris 8 saloon, E.C. wheels, recon, engine, radio, covers; £145 d.n.o.—Barclay, 27 Gresham Rd., S.W.9.

1948 (Nov.) Morris 8 Series E 4-door, excellent condition, fully insured, taxed to December, Lucas conversion headlamps, £350 o.n.o.—Munn, \$2 Mackeson Rd., N.W.3.

Merris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Morris 8.—Hampstead (Tube), N.W.5.
Ham. 6041.

MORRIS TEN
1939 Morts 10 saloon: £245; 5 months' guarantee;
terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 159, Priory Rd.,
Hornsey, Mountview 5228 and 5774.

ACR WILLIAMS THE SEASON Excellent; £55.—Vaughan, 1935 Morris 10. 4 saloon, excellent; £55.—Vaughan, 1935 17, Astwood Mews, S.W.7. Fro. 1519. [Caors

1939 Morris 10 salcon, not to be confused with average offered, reconditioned engine, full guaranteed; £250.—A.Z. Motors, 100, Palmerston Rd. N.W.6. Mai. 4723. (C101)

PRIVATELY comed Morris 10.—5. Brac Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.5. [W4018/R]

MORRIS COWLEY 1955 Morris Cowley saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate, St., Winchester, Tel. 4965.

chester. Tel. 4955.

1955 black Morris Cowley, 2,200 miles only, Un-dersealed, heater, covers, overriders, etc.; 2725.—Selby, 19, Keep Hill Drive, High Wycombe.

1954 (December) Morris Cowley, 4,000 riles indistinguishable from new; £695—Sidnes Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Belgravia (53006)

MORRIS OXFORD

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone N.20. Tel. Hillside 6621, offers:—

1954 Morris Oxford (series 2) saloon, grey with red leather upholstery, heater, immaculate; Whetstone, N 20. Tel. Hillside 6621. [C3042]

A1 at Browns. 1954 Morris Oxford Series 11, grey/blue, loose covers etc., 4,000 miles.

W. J. BROWN, Ltd., 559, Finchley Rd., N.W.S. [C1025]

BENTALLS, Ltd 1953 Morris Oxford saloon, black, red upholstery: KINGSTON-ON-THAMES Kingston 1001. [C1093

CAR MART, Ltd.

1952 Morris Oxford hire limousine, black with brown upholstery: £695.

CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6. (Close)

COMPTON & FULLER, Ltd., offer:-

1953 Morris Oxford grey saloon, heater, very immaculate car; £585, at Odeon Parade. Elmers End, Beckenham, Bec, 3570, (C1100 WARWICK WRIGHT, Ltd., offer:-

1954 Morris Oxford series II saloon, green with 10,000 miles: 2795.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761

CHARLES RICKARDS, Ltd., offer:-

CHARLES RICKARDS, Log., ons., 1982.

1949 Morris Oxford, black, fitted heater, seat taxed for covers, in excellent condition throughout, price of £395, offered at the extremely competitive of £395.

56 Bayswater Rd, W-2 (next door Lancaster Gate and Covers of the Stn. 5 mins. from Marble Arch). Pad.

AUTOMOBILE & AIRCRAPT SERVICES, Ltd.

1953 Morris Oxford, first-class condition; £595. MARLBOROUGH Works, Kenton. Tel. Wordsworth

1952 Morris Oxford, one owner, splendid order; SMITH & HUNTER, 376, Kensington High St., W.J4.
[C4019

1952 Morris Oxford saloon, grey with red leather parkers, Ltd Bradshawgate, Bolton, 4060.

A & S Limousines, 1948 14hp Oxford Hirecars, re-conditioned, leather, newly tyred. E32S.

A LPE and SAUNDERS (Limousines Purchased) Provi-dence Court. North Audley Street, Mayfair 2941, (C1006)

1952 Morris Oxford calcon, colour fawn with FERRARIS OF CRICKLEWOOD Ltd., 200-220. Cricklewood Broadway, London, N.W.2. Gladistone 2234. Open week-days 6 a.m. to 6 p.m.

1953 Morris Oxford, black, red leather, excellent condition; £575.—Robbins, East Putney.

1954 Morris Oxford saloon, grey, 6,000 miles, as new; £640.—Peter Guest, Ltd., Gaywood. King's Lynn. Tel. 4129.

King's Lynn. Tel. 4129. [350]
625 cns.—Morris Oxford, April 1954, saloon, Clarenspare unused; terms exchanges.—Rowland Smith, below
505 cns.—Morris Oxford, 1955 model, aloon, leather,
505 cns.—Morris Oxford, 1955 model, aloon, leather,
terms, exchanges.—Rowland Smith, below
425 cns.—Morris Oxford, 1951 model, saloon, kather,
heater, one owner, swellent condition; terms,
exchanges, 1957 cns.—Swellent condition; terms,
Rowland Smith, Hampstead (Hampstead "ube). Hampstead 6041.

1953 Morris Oxford saloon, green, super condition, Hermitage Lane, Streatham. Pollards 2100.

1951 Oxford, one owner, heater, excellent contion, 28,000 miles; £475; terms or P.E. Beardmore, 26, Queensway W.2. Bayswater 0136 LIMOUSINE de luxe hirecar, 1951, 7 forward, 6 windows, excellent throughout; £645.—11, Kendrick Place, South Kensington 6916.

1951 Oxford saloon, one owner, heater, excellent condition; £465.—Reys Motors, Ltd., 73-75, Albany St., N.W.I. Euston 6994. [6410

1955 Morris Oxford Traveller low mileage. Sidney Marcus, Ltd., 33, Sloane St., S.W.I. Tel. Belgravia 3721.

1954 Morris Oxford series II, green with green interior, low mileage, one careful owner; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

MORRIS Oxford Traveller, 26/10/55. Clarendon grey, red leather, heater, taxed Dec., 12,000, one owner, original spare unused (privately used). Pergelean car; £635

1952 (October) Morris Oxford saloon, grey, red leather, carefully used, beautiful condition throughout: 655-Acres Autos, L'd., 10 and 11, Ascot Parade, S.W.4, Tel. Macaulay 2211-2

1954 model Oxford travellers car, 14,000 miles, —Tolworth Motors, Ltd., Kingaton By-Pass, Tolworth, Elmbridge 2254.

MORRIS Oxford de luxe sal. blk., red leather, pare wheel unused heater, etc.; £635.—Miller. 154 Fox Lane, London, N.15. Pal. 6482. [6277

1951 Morris Oxford, black/brown, one owner; &485; exchanges.—Naylor & Root, Ltd. 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

ham Junction). Batt. 2252.

6000 miss: 1954 Morris Oxford salcon. Clarendon
for with red upholatery, immaculate condition. £655 —Saul. & Slatter, Lid., 44-46. Alderman's
Hill, Palmers Green. N.13. Palmers Green 8631.2.
(24002

1954 Morris Oxford series II saloon, birch grey, in, maintained, immaculate, honest reason selling, 6,000 mls; £725.—J. H. Andrews, S. Victoria Rd., Oculion Broad, Lowestoft, Suffolk. O.B. 292. [686]

Merris Oxford Cars Wanted
A LMOST new Oxford required immediately.—54,
Streatham Hill, S.W.2. Tulse Hill 2676. [W3016] GARDNER & Co. (HENDON) will buy your Morris Oxford.—Sunny Hill 3359 and 0030. [W2074 ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Ogford.—Hampstead (Tube), N.W.S. Ham. 6041. [W4018/R

MORRIS SIX

1953 Morris Six saloon, grey, one owner, beat £560.—A. J Allen & Son, Ltd., Hit. 11. 1950 (November) Morris Six aaloon, really Immaculate, one owner: £435.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. (C3063 JACK ROSE, Ltd., offer 1954 Morris Six saloon, grey with red leather, heater, almost unmarked inside and out; £640.—Stafford Rd., Wallington, Surrey, IC3056

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.S. [#4012/#]

Morris Miscellaneous Cars Wanted

R OWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. WE have a customer for your car.—Tel. T. & F., Pri. 6159, 10, Winchester Mews, N.W.3. (W4100

V Pri. 6159, 10. Wincherter Mews, N.W.J. Wester S Winchester Mews, N.W.J. Pri. 6159. Praser, 10, MARSTON MOTOR Co. for your Morris Tel. 818a. Marston Motors Rd., Tottenham, N.I. 9000. Seven Sisters Rd., Tottenham, N.I. 10098/R

Merris Spares and Service

Morris genuine spares and service in
the West End.

Morris & Co. Cleveland Garage, Cleveland St.
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Tel. Mus. 1932.

MORRIS & to Office of Spares, service
and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden
St., Kingston On - Thames, Kingston 5151-6,
St., Kingston On - Thames, Kingston 5151-6,
W. WILKIN, Ltd., 1, Weston Park, and 84, Eden
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden
Language of Spares and Service of Spares, Spares and Seasons

HARDY & SON, SS, Marylebone High St., Will
RExperienced for nearly a century; complete over-hauls and coachwork our speciality; exchange engine
units; spares and accessories.—Wel. 1101.

WHITEHALL MOTORS, Ltd., of Coventry, offer:-

WHITEHALL MOTORS, LUL, 9: Overlay, 6-seclight-hand drive Nash Statesman 4-door
look of the Statesman 4-door
whitewall tyres. leather interior, radio, heater and
overdrive, low milesge, as new.
WHITEHALL MOTORS (COVENTRY),
Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3595-18.

R H D Nash (November 1954), Farina type body, heater, vintewalt tyres and extras 18-000 miles.—
Joe Thompson (Motors), Ltd., 01-95, Pulham Rd., South Kensington, S.W. Kensington 4859, [C4028/1

OLDSMOBILE

OLDSMOBILE
OLDSMOBILE Sole Concessionaires in U.R.—Lex
Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600).

1951-52 Rocket 38 Oldsmobile, heater, r.dko, in
Scott CARS, 347, Finchley Rd., London, N.W.3.
Tc. Hampstend 7779-6678.

1953 heater, 18,000 miles, light blue; £1,850.—
Joe Thompson (Motors), Ltd., 91-95, Fullam Rd., South Kensington, S.W.3. Kensington 4858. [C4028/1

1948 (registered 1951) Oldsmobile Hydramatic drive £60 overhaul; £395::!—A Z Motors: Palmerston Rd., N.W.S. Mai. 4723

OLDSMOBILE Rocket 88. 4-door saloon, blue, one owner, radio and heater, 1953 show model, registered March, 1954, 18.000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4850.

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EX GARAGES, Ltd., are interested to buy recent model Oldemobile cars.

EX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/B

OPEL

CADET saloon. 11.3. 1937; £75; terms. exchanges.—
Pri. 6159. 10, Winchester Mews, N.W.3. [6215

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton. St., Southampton. Tel. 23266/24944. (0526/R

1953 model Opel, Olympia blue finish, nominal milease, perfect condition; £465.—Write or 'phone Birkenhead 4060 for further particulars. Hamilton Motors (Birkenhead), Ltd., 46/48, Hamilton 8t., Birkenhead)

WE have a customer for your car.—Tel. T. & F., Pri. 6159. 10, Winchester Mews, N.W.3. (W4100 ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham, 6041. [W4018/R

Opel Spares and Service

LANCASHIRE. Cheshire and North Wales distributors
for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage
Lanc, Manchester, 19. (0613/R

Palne, Manchester, 19. [0513/R]
Pride & CLARKE, Ltd., Opel Stockists, quotations, co.d.—Stockwell Rd., 8.W.9. Brixton 6251, 88066/R
REPAIRS: Parts universal joints, wings, seat covers, 24/10: guaranteed engines. suspensions; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mewr., N.W.3. Pri. 2647.

TOM GARNER, Ltd., offer; 1939 Packard Super 8 7-passenger limousine, black: TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blacktrians 2665-6-7. [C2020

1937 Packard Super 8 7-passenger, 1 original condition: £325.—John Hermitage Lane, N.W.2. Speedwell 1242. 34,000 miles, n Gray, 20, C2026 PACKARD Super Eight 1935 Club aedan, radio, all-leather, in regular use, decoked and valves re-ground, good appearance; £140.—Bird. Hatch End 4027. PACKARD

1953 Packard Clipper, radio and heater, 11.000 miles, blue; £1.750.—Joe Thompson (Motors), Ltd., 91-95, Eulham Rd., South Kensington, S.W.3. Kensington, 4858.

Reasington 4858.

1938 Packard 8-seater, 4-door utility, very attractive coachbuilt wooden isody, beautiful mechanically, new tyres; £295; consider part exchange.

14. Bulkington Ave., Worthing 1859.

15. Bulkington Ave., Worthing 1859.

16. Coaco and the coach of the coach of

1937 black Packard saloon, engine just recontyres and battery good, right-hand drive, no rattles, no saag; £135 available shortly.—Buchanan, "Gleathorne, Stammere, Middx.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalegue. Showroons open until 8 p.m.

#### Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyera.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. I EONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings Great West Rd., Brentford, Middlesex, Ealing 3400 [0191-F JOE THOMPSON (MOTORS), Ltd., require Packar, -91-95, Fulham Rd., S.W.3. Kensington 4858.

JOE THOMPSON (MOTORS). Ltd.—Packard spares and Service
JOE THOMPSON (MOTORS). Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd. S.W.3.
Kensington 4858.
L. Concessionaires, Packard Bulldings, Great West
G. Brentford, Middelesse, Ealing \$400. (0469):R

PANHARD

1951 Panhard cabriolet 750cc, r.h.d., fast, conomical reliable: £395.—Richards & Carr. Ltd., 35, Kinnerton St., S.W.l. Sloane 5424. [C3045] 1952 Dyna Panhard 120 model saloon, 12,000 miles, quite unique; £625.—Holland Park Automobiles, 142 Holland Park Ave., W.11. Park 2626.

MAYDAY MOTORS, Ltd.

PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.
MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481,273, offer.—
1953 Peugeot 203 r h.d. show model, finished blue, sorbers, low miteage; 2695 o.n.o. Maximum h.p. terms of the control of the cont

SEE and try the new Peugeot station wagon at The Utility Vehicle Centre, 100, Great Portland St., London, W.1. Langham 6044-5. [C4072]

1953 Peugeot 203 r.h.d., blue/grey, leather, loose covers, 20,000 miles, 35 m.p.g., sporty/family, £650.—Broughton, 27, Lancashire Rd., Bristol 7, [6068]

1951 (Aug.) Peugeot saloon, l.h.d., one owner, very well kep': £445.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, Sw.1. Bloane 5215

# SIMPSON'S Offer:

1951 Plymouth Suburban shooting brake, low mile-age, all extras. SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691,5905.

#### PONTIAC SIMPSON'S offer:-

1955 with extras, castle grey over raven black; approximately 2 weeks delivery.

1955 new Pontiac Chieftain r.h.d. 4-door saloon, with extras, corsair tan over castle grey; approximately 2 weeks delivery.

1955 brakes and steering, radio, heater, all extras; delivery every ev

1937 Pontiac fixed head coupe, really immaculate.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialisis), 345, High Rd., Wembley 8691/ 3903. WHITEHALL MOTORS, Ltd., of Coventry, offer:-

WHITEHALL MOTORS, Ltd., or Covenity, deciding the property of the property of

1950 Pontiac Silver Streak 4-door, 2-tone green heater, a very beautiful car; terms and exchanges 825.—Starmes Motors, 103. The Broadway, Cricklewood, N. W. 2. Gladstone 2480/0298.

Simpsons motors (WEMBLEY), Ltd., The Pontiac buyers.—Wembley 8691/5905. | W4015/8

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OR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelses, London, S.W.3. Tel. Planman 7752-4. Man 7752-4.

SULE distributors Great Britain for Puntiac cars and Pontiac parts.

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A.F.N., Ltd.,

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Islaworth, Middx. Hounslow 0011.

worth, Middx. Roubsiow Occ...

COLBORN& GARAGE, Ltd., Ripley, Surrey. Tell
C2561. Specialists in Porsche repairs and service
[0629 R

#### RACING CARS

COOPER Mr. VI fitted with J.A.P. 500 Norton box with trailer, perfect condition, ready to race.—S. Foreman, Flagstones, Headcorn, Kent 256. [6357

COPER'S GARAGE (SURBITON), Ltd., of Surbitor (Tel. Elmbridge 5346), are the sole concessionaire for the southern half of Great Britain of the Stote Formula 3 Cooper-Jaguar and Gooper 1100cc sport.

#### RAILTON

1936 29 saloon, excellent condition; £150.-Mead. [6353 1939 Railton 28 drop head coupe, guaranteed:
Light St., W.14, Wts 6651. (C302)

1938 Railton 10 special drop head coupe, most extras, including wireless; £545.—Box 4709.

A ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—
Tate Gallery 0192 and Vandyke 5181. [0353/R

#### RENAULT

RENAULT cars. spare parts, repairs and service.— Renault. 1.d., Western Ave., Acton. W.3. Acorn 4656.

WM 1954 Renault Fregate, blue with grey leather, mil Motors, Ltd., 107. Crawford St., London, W.1. W. DENHAMS GARAGE (FSHER), Ltd., offer:-

1955 Renault Fregate Admiral, as new condition Whitewall tyres, heater, screen sashers, a remarkable performance excellent mpg; £965.—High St., Esher, Surrey. Tel, 5560.

RENAULT 1950 760cc, 18,000 miles, grey, red up holstery, heater, taxed December, 1955; £330.—
Walton-on-Thames 2676. (6243

R ENAULT late 1955 750cc low mileage silver gason, perfect condition; £435.—Serjeant, Church House, Eynesbury, St. Neota (325).

WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd. Surbiton. Elmbridge 1875, Established Hill Rd. Surbiton. Elmbridge 1875. Established 19954 (Sept.) Fregate 2-litre saloon, grey, untaxed. 1955 new; £990. The cone only 750 French sports saloon, new (C407).

1955 model 2-litre Renault, colour lavender grey, 5,000 miles demonstration only; £965,—8t. Botolph's Garage, Magdalen St., Colchester. Tel 2855, [5555]

1954 Renault 750cc, grey with red leather uphol-stery, fitted spollamp and other extras, genuine one-owner car which has only done 9,000 miles; £515.—Conway Motors (Hove), Ltd., 107, Kings Rd., Cheisea, and Hove 30107.

SOUND car required; £50 to £450.—Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [622]

WE have a customer for your car.—Tel. T. & F.. Pri. 6159. 10. Winchester Mews, N.W.3. [W4100 WELHAM'S RENAULT SALES & SERVICE. Sur-biton Hill Rd., Surbiton, Elmbridge 1875, pur-chase all models.

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Renault Sparce and Service

GLANFIELD LAWRENCE, 2-10. City Rd., Cardin.
and service.—Tel. 20531. Glamorgan.—sparce

#### RILEY

NEWNHAMS, Lid.

1953 Bliev 14-litre micon, one owner, 16.000 NEWNHAM House, 235-7/9, Hammersmith Rd., London, W.6. Riverside 4646. J. JAMES, Ltd., offer:-

J. JAMES, Ltd., otter:—

1954 Pathinder; El.175.

1954 Riley 1½-litre, blue, grey leather, heater, radio, 8,000 miles; £695.

1952 (June) 1½-litre, black, 24,000 miles, l.h.d.; 255 2½-litre, black, excellent condition; £695.

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar [6262]

MATTHEWS for Motor Cags.

£539—Riley 14-litre 1949, black, many extras, one careful owner, very beautiful car; exchanges, terms.—95, Stockwell Rd., Brixton 2026 and 6595,

TOM GARNER, Ltd., 1953 Riley 24-litre saloon, green, leater, radio, TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 1826-6-7. (C2020)

1950 Riley 2½-litre saloon, superb condition, two very careful owners, 6885.

GORDON CARS (LONDON), Ltd., 573, Euston Rd., N.W.I. Eus. 6611.

MAYPAIR COUNTRY CARS offer:-

1952 (April) 21/2 Riley, superb condition; £725. 1950 (July) 21/2, fitted H.M.V. radio, heater; £575.

1950 Riley 21/2 loadster, taxed Dec.; £550.

EVERY car 3 months' written garantee; any make of car taken in part exchange; easiest of terms.

7. George Yard, Grosvenor Sq., W.I. Mayfair 013.1 [C3006

GORDON & GLYNN (THE RILEY CENTRE).

GORDON & GLYNRI CHE KILEY CENTREJ.

2325 nificent our last week but the purchaser has been posted abred and cannot take delivery so the car is offered sgain and has now been rechromed, etc.

265—1955 lb-shire Lynx open 4-seater sports, a block of the car is offered sgain and has now been rechromed, etc.

265—5 beautiful example, motors wonderfully, new beautiful example, motors wonderfully, new beautiful condition throughout.

275—5 beautiful condition throughout.

275—5 beautiful condition throughout.

275—5 beautiful condition throughout.

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275—6 w. 1. car open toward condition throughout.

275—6 w. 1. car open toward condition throughout.

1954 Riley 14-litre 4-door saloon, immaculate. A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [5507

1947 (Je-litre, black, a very clean ear indeed; 1940 (Je-litre, black, a very clean ear indeed; 1940 (Je-litre, very clean and rechanically moore, 204, Ballards Lane, N.3. Finchley 2900, (6115 SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer. 1951 (Ricy Up-litre auton); 645.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (Cod)5

1936 Riley 1½-litre Kestrel Sprite saloon: £170.— (6206)
1951 Riley 1½-litre saloon, black, red leather: (6124)

£465 -Riley 11/2 litre 1947 4-door saloon, excellent beneficially throughout; many other cars.

BENMOTORS, 1. Clarendon Rd., Holland Park, London, W.11. Fark 5066-7. (50 yds. Holland Park lube) Exchanges, h.p. (Cloif

D don, W.11. Park 5066-7. (90 yds. Holland Park rube.) Exchanges, h.p. (Cleif)

1955 Riley 1½-litre salcon, radio, heater, 4,000 miles.

1954 (Aug.) Riley 1½-litre, 11,000 miles, B.M.C. (CREN & ZONIS, Ldd., 246/252, Desnsgate, Manchester, S. Tel. Deansgate 5325-6. [C2028 Riley from their stock of 500 carrs—willesse, recent radio, Regency seat covers, immaculate maroon family one owner, recorded milesse 22,400, 2665. [Like 1/4-litre salcon 1938, engine just stripped this year, £495. [Like 1/4-litre salcon 1934 series RME, one fastildious walthy owner, the whole car in specimen condition; £395. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-owner car required; £495. [Like 1/4-litre salcon 1947-8, another one-

Hof the universe the sale of t K St., Mayfair, London, W.I. Hyde Park 2952-5-4, (C3052)

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102. London Rd., Kingston. Kingston. Stage (0079 R)

1949 Riley Mark III 2½-litre saloon; £575, deposition, tax end ins. £53-5, and 56 mithly hiring rentals inc. tax end ins. £53-5.

CODDEN ENGINEERING Co., Cooden, Bexhill. Tel. Cooden 600.

Cooden 600.

Clarkke & Simpson, Ltd., Riley Sales and Service offer one of the largest selections of guaranteed used title (May) 2½-litre saloon, maroon, red leather, beater, one owner, 22,000; £875.

1953 (Feb.) 1½-litre saloon, black, brown leather, beater, one owner, 22,000; £875.

1952 (July) 1½-litre saloon, green, green leather, beater, deather, beater, deather, beater, deather, literature, black, green leather, 114 service batter, black, green leather, 114 service batter, deather, 115 service batter, deather, literature, deather, literature,

1946 Riley 1½-litre saloon, one owner, superbondition, guaranteed; £450,—G, W, Wilkin, Ltd., 1, Weston Park Kingston, Kin, 5104, (2005)
1951 fine condition throughout; £655, written guarantee, terme, exchanges; med enquiries welcomed, Harollo Sthons, Ltd., 394, Hab, Re., East Finchley, M. Z. Finchley 0052-5-4 anytime, (2005)

1949 Riley 11/2-litre, Atted nylon seat covers, 1/h.
drive, one owner: £450.—Carters Garages,
Ltd., Farmborough, Hants, 18.

RILEY

RILEY 21/2, 1953. Aug., one owner, silver grey perfect.—Broadbridge. Charity Parm, Holling-bourne, Maidstone (Holl. 256).

1948 Riley 14 sports saloon, many extras, magnificant condition; £495.—Kings Road C Sales, 103, Kings Rd., Brentwood. Tel. 1968. [62] Sales, 105, Kings Rd., Brentwood.

1-litre 1951 roadster, red. 24,000 miles, excellent
2-condition; £550.—Oilks, The Orchard, Belbroughton, nr. Bromsgrove, Wores. Belbroughton 515.

(6335)

6535 1961 series Rijey 2½ litre roadster, also questionable condition; 2975; exchanges, etc. Autowork. Ltd., Southaste St., Winchester also, and the condition; 2975; exchanges, etc. Autowork. Ltd., Southaste St., Winchester also and the condition of the conditi

throughout: £445.—Brookside Motors, 102, 21gn St., Uxbridge.

1950 Riley 1½-litre saloon, black, loose oversettional condition, taxed Dec.: £625.—Bishopsadt £346 day, Imperial & Lange Lange Dec.: £625.—Bishopsadt £346 day, Imperial & Lange Lang

1952 (May) Riley 2½-litre saloon, black, red new immaculate cond; £665; exchange for late model small car.—573, East Bank Rd., Sheffield. Tel. 23662, 37529 night.

small car — 575, 283 Bank Au. Schemer 1 (6036)
1949 Riley 212-litre saloon, fitted radio and sprayed in black and grey, a beautiful car in every respect. £555.—Bells Service Garseges, 144, London Rd., Kingston-on-Thames. Kingston-185. [Ciolic A. 75 cms.—Riley 1947 112-litre saloon, Llack, green list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Eampstead 6041.

5041.

R ILEY enthusiasta.—1958 18hp V.8 Adelphi saloon, in excellent condition throughout; your opportunity to acquire one of these unique and rare cars for only 255 down or 255 cash; pass sential process of the condition of t

Willesden 7172.

1951 Riley 21-litre saloon, finished black with from leather interior, fitted chrome Acc Rimbellishers, heater, screenwashers, excellent tyres, taxed, a really beautiful example; we have taken this car in part exchange, and offer same at low figure of £575; also-

1948-9 Riley 21/4-litre saloon, finished grey/black, must be one of the finest mechanically conditioned Rileys in existence, radio; £485;

1936-7 Riley genuine Sprite 114-litre super sports open 2-seater, fitted Scintill mag. terrific performance, mechanically 1009

J. 507' spen 2-seater, fitled Scintilla mag, terrific performance, mechanically 100% throughout; 2365.

M. Fendieton, Manchester, 6. Pen. 347. (C3000 CAMDEN MOTORS offer to the connoisseur a very special Riley 2½-litre roadster which although fit is a 1950 model; can compare more than favourably in condition with a 1955 motor car, one enthusiase owner has always the compare more than favourably in condition with a 1955 motor car, one enthusiase owner has always and the car concaiver and in terior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the car, coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the car, coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new, and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new and all 5 michight of the part of the car coachwork and interior are positively parkling, the Poly-vynol hood is brand new and all 5 michight of the parkling of t

Riley Cars Wanted

R OWLAND SMITH'S, the Car Buyers —Highest cash prices for Riley.—Hampstead (Tube), N.W.3, Ham. (W4016/R

FOR your immediate purchase of your Riley.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, (W2040 H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. YORKSHIRE.—The Riley Buyers, Barkers of Oak-wood, Leeds, S. Tel. 65—8256/7. [0094/R

PRIVATELY owned Riley -5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037 ALMOST new Riley required immediately .- 54. Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

GOOD Riley required immediately.—G. Edwards.
Gamenbury Lane, Harpenden, Herts. Harpenden, W2000 AVECTOR PROPERTY AND THE PROPERTY OF THE PROPE

C.N.K. MOTORS are enthusiastic buyers of clean S712. Hampstead [W1052

Riley Spares and Service

READING.—Hewens Garbages, Ltd., for Riley spares and service.—Tel. 1436. [0209

CLARKE & SIMPSON, Ltd., for expert service on your post-war Riley.—49. Sloane Sq., London, S.W.1. Tel. Sloane 4721/4017/1717.

HARTLEY'S for Rileys, spares and service.—165-176.
Stanstead Rd., Forest Hill, S.E.23. Forest Hill
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2244-5. [UZ46/R A RCOT ENGINEERING, Ltd.—Preselector gear boxes, kensington 7551 and 7521. [09. Fulham Rd., S.W.S. Kensington 7551 and 7521. [UZ36/R EPFICIENT repairs! Immediate attention, sears, gear boxes (incl. overdrive): seat covers. £5/10: trade discount; cars bought, sold.—T. & F., 10. Win-chester Mews, N.W.E. Pl., 2647. [54100] trade discount; cars bougnt, som, the first better Mews, N.W.F. Pri. 2847. The largest stock of Riley sparse, in the country special equipment for mechanical processing the country special equipment for mechanical process. The country special equipment for mechanical process. The country special equipment for mechanical process. High-gate Rd., London, N.W.5, Gui, Sadrers Lane, High-gate Rd., London, N.W.5, Gui, Sadrers Lane, High-gate Rd., London, N.W.5, Gui, Sadrers Lane, High-gate Rd., London, N.W.5, Call, Sadrers Lane, High-gate Rd., London, N.W.5, Leanington Spa. Tel. 67, 10989, R.

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1933 Phantom II Sedanca de Ville coachwork by condition of the coachwork by coachwork by coachwork by coachwork by coachwork by coachwork by care and coachwork by coa

1934 (May) Rolls-Royce 20-25 Barker salio condition, chaufeur driven, Rolls-Royce maintain recent property titled owner; as a factor of the recent property titled owner; as a factor of the recent property titled owner; as a factor of the recent property titled owner; as a factor of the recent property titled owner; as a factor of the recent property of the recent p

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1948 Rover 75 de luxe saloon, excellent condition throughout; £495; h.p. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge (6374)

1951 (Oct.) Rover 75 Connaught Green, one private owner, mileage under 38,000 (genuine). V.G. condition, radio, maintained only by Rovers # Pulham; £750.—Box 4816. [6418]

Rovers of Fulham; £750.—Box 4610.

1948 Rover 75, black/betge, radio, heater; £555;
Rast
Hill, Wandsworth, S.W.18 (few minutes Clapham Junc-

£479.—(August) 1948 Rover 75 saloon, immac condition; bargain.—G.P. (Balham). Ltd Balham Hill, S.W.12 (100 yds. Clapham South T Batt. 1107-8-9.

1955 model Rover 90 saloon, black, tan hide, 7,000 miles, as new, full guarantee; £1,285—3 Euston 7811.

Ruston 7811. [C4011 1954 Rover 90 saloon, grey with grey interior, a first-class example; £1,235.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Pinchley 0081. [6403

1954 Rover 90 saloon, black, negligible mileage, smaller car considered part exchange.—24, Northway, Maghull, Liverpool, Maghull 456. [6291

ROVER 75 saloon (first reg. Jan. 1952), black, brown leather, one owner, very carefully maintained; £750; fully guaranteed by C. G. Norman & Co., 50. Vauxhall Bridge Rd., S.W.I. Vic. 2211. [5107

Vauxhall Bridge Rd. S.W.I. Vic. 2211. [S107]

1948 Rover model 75 saloon, sun root, one owner recently completely overhauled, in practically give recently give recently

695ms.—Rover 75, 1951, P4 de luxe saloon, black, grey leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead of 1 mpstead o

(Ca018)

Refile SiMONS & Co., Ltd.—1953 model (Dec., 52) Rover 75 saloon, green/green upholstery, fitted radio and heater, nominal mileage, one owner, excellent condition; £965,—94, Gt. Portland St., Wil. Lan. 1343.

H A. SAUNDERS, Ltd., Golders Green, require:-

ROVER 75 cars for cash.—140-144, Golders Green Rd., N.W.11 Speedwell 0011. [W4004 WANTED immediately, a new Rover 90 at list price, —Morris. Tel. Mitcham 3687. [6130 REQUIRED, good Rover 75.-15, Beileroft Way, Harpenden Herts, Tel. Harpenden 118. [W2000]

1948-9 Rover 75 or 60.—Gordon Wooderson, 48a. Drewstead Rd., S.W.16. Streatham 8638.

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1939 Rover 20 saloon, immaculate, maintained regardless of cost; £300.—Pinner 1537. [6338]
ROVER 20 [1936 black saloon, paint work and interior excellent, new tyres, battery, radio, perfect running order: £250.—Box 4795, ROVER 20

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E VANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 015-5.4.

AND-ROVERS.—Harvey Hudson, Ltd., the nation-wide Land-Rover specialists, offer the following selection of the month of the most of the following selection of the month of the most of the following selection of the most of the following selection of the following s

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1955 Land-Rover, 86in wheelbase, 1,050 miles, ene owner, perfect, highly recommended; £555, 140 N.W.11. Speedwell 6001 10 kines). C4604

1951 Land-Rover, one owner, very good condition;

LAND-ROVER 1952 Land-Rover, standard body. 2-litre engine.
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1952 Land-Rover, heater, one owner, in excellent condition; £350.—Steela Griffiths, London, 5.86.5. Rodney 2201-6. 1955 model Land-Rover Pick-Up, 700 miles only, as new; £595.—St. Johns Motors, Ltd., Regent Rd Gt. Yamouth 2475.

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1953 Land-Rover, magnificent, spare unused, £395, 2205, 22

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days.—Rowland Smith, Hampstead (Rampstead Tube), Hampstead 6041. Caville 6041. Cav

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1938 Rover 12 sports, black; £245, also

1953 Land-Rover; £395. FRIAR St., Reading. Tel. 3976.

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. (5060 °M)

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COOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted, good condition post-war Rover ford, Tel. 62907.

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016 WE have a customer for your car.—Tel. T. & F..
Pri. 6159. 10. Winchester Mews. N.W.3. [W4100] BIRMINGHAM.—Post-war Rovers wanted: distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2437. [0214/R

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Deansgate 3523-b.

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LEATHWOODS GARAGES, Ltd., 203, St. James's

Rd., Croydon. Tho. 1222. Main Rover dealers for
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Wimbledon. Tel. 0163-4-5. [0147/R COLLIVER-FISHER, Ltd., unsurpassed service spares, and replacement units.—Northwood, Middx Tel. 7777 (4 lines). [0009/R

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DAVID ROSENPIELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. SIMCA

1954 Simca, 14.000 miles, heater; £695,—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576.

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WHY accept less for your Simea Aronde saloon when you can get its full market value from DERRARIS OF CRICKLEWOOD. Ltd., 200-220, Bdy. London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m.

1950 Singer 9 sports tourer, full 4-seater; £325.

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SINGER Le Mans 9h 1934 2-seater, good condition, all-round hood, screen and tonneau; £175. SINGER Le Mans 9h 4-seater, resprayed grey, blue upholstery, good all round; £150. CARS). Ltd., Queensberry Rd. Keltering. The 3551. (C4075)

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SINGER S.M.1500 saloon, black/grey above waistline. 18,000 miles, heater, carefully maintained, 3 months, quarantee, H.P. facilities: £645.
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1951 Singer 1500, very good condition; £450. MARLBOROUGH Works, Kenton. Tel. Wordsworth [C1008]

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wemmer 9422. [C3015]
1935 Singer 9hp 4-seater sports saloon, very nice [9325]
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1951 Singer Roadster, 4 A.B., green, perfect mechanical condition; £345.—Gulliver 3915, evenings Streatham 6765. fings Streatham 6765. £50 —Singer 1934 1½-litre tourer, fair condition, hood, side screens; room wanted.—Elmbridge (6324

1950 Singer 1500 saloon, unmarked, heater, guar-anteed; £425;—G. W. Wilkin, Ltd. Lion Gate, Hampton Court, Middx. Mol. 6109. C4053

1948 Singer Super 10 saloon, excellent cond weil maintained, finished black, taxed;
—Wardle Bros., Stamford Rd., Kettering, Tel.

1951 model Singer S.M.1500, very low mil immaculate throughout; £525,...Jack P. (Autos), 395, Hendon Way, N.W.4. Hendon 1423-1948 Singer Super 10. maroon. very good schema of the super super 10. maroon. very good schema of the super super

1951 Singer S.M. 1500cc saloon, heater, etc., guaranteed, £435; exchanges, terms,—palmers, 3. Russell Gardens Mews, Kensington, W.I.4. Park 3704 and 5988.

Park 9704 and 5968. [C3034 1954 [a.M.1500, allver/blue, twin carburettors, heater. Ace Rimbellishers absolute for the carburettors, heater. Ace Rimbellishers absolute for the carburettors. Ace Rimbellishers (AdSS) [C304]

1955 Sinner 4AB 4-seater Roadster (1,497 cc), red.
1955 Imper 4AB 4-seater Roadster (1,497 cc), red.
new: £685:—Seven Days Motor Works, The Barn, Two
waters, Hemel Hempstead, Tel. Boxmoor 4526. [5267
1949 series Singer Super 10 de luxe sa'con, new
tyres, really scellent, condition, unmistakable
bargain; £310; alvo 1939 Santaen, £72.—A Z. Motors,
106, Palmerston Rd., N.W.6, Mai, 4723. [C101]

100. raimerston Rd. N.W.6. Mai. 4725. CC1011

60 sms.—Singer 9 1936 de luxe 4-door saloon. sliding head, leether, sood condition; terms, exchanges, listic open 9-7 week-days and Saturdays.—Rooland Smith (Hampstead Tuler). Hampstead 6041. [C4016 SINGER Hunter, 5,000 miles only, green, brown interior 2860; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, R.20. 7e. Hillside 6671-2.

1951 1956, maintained first class condition, one enginer owner, now going abroad, £440; with radio, £455. —Pugaley, "Glebetown." Bridestowe, Ökehampon, Bridestowe 261

MAYFAIR GARAGES LIGHT 1955. Hunter de luxe saloon, grey de de le luxe saloon, grey de de le luxe saloon, grey de de le luxe saloon, grey de luxe saloon, grey de luxe saloon, grey de luxe de

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Ham. 6041. (W4018); NE SINGER S.M.1500s urgently required by Jack Fommer S (Autos), 395, Hendon Way, N.W.4. Hen. 6011-2. ANCASHIRE'S premier stockists.—Coulthurs & Grimshaw, Whalley New Rd., Blackburn. Tel.

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THE Singer Agents for spares, service, repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291.
GORDON CARS (LONDON), Ltd., the London Stager distributors, for frares, repairs and service,—St. Albans Lane. Golders Green, N.W.11. Speedwell 4701/2.
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Bristol. Tel. 22514. (1239)

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Distributors, Parkers, Ltd., Bradshawgate, Belton (4080), and 176, Deansgate, Manchester. (Deansgate 4577.) H.W.M. offer:-

PERRARI 2.7-litre II-cylinder Mille-Miglia 2-seater, Just passed out of Modera and legally imported to this country, unique car giving exceptional per-rmance, 140mph, maximum with 5-speed gear box,

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ENW M. Jaguar Si, little 2-seater sports car, always
maintained by us. fitted latest D type eylinder
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blue with blue leather; 2525.

AFRON MARTIN 1853 moderfix maintained and just
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XK140 Jaguar, 1955 (March), fixed head
2 seater
2 coupe, 6,000 miles, special equipment, wire wheels,
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XK120 Jaguar 1954 model; drop head coupe, only
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XK120 Jaguar 2-seater 1951 model, one owner from
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"ORD special sports 2-4-seater, this superbly detailed special was built in 1953 by a well known auto engineer and is fitted with 5622 Ve negine and 4-speed close ratio gear box, coil springs, i.i.s., etc., the attractive coachwork is finished in maroon with gray leather and has a good hood and ripp tonneau; 269gns, £57 deposits.

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2.65. a.M.G. 2.6-likre open speed model 4-seater.
in immaculate maroon. a realy magnificent looking car and very fast 10-pp open sports 2-seater.
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fal. 30 fitted the late type ohv engine, very, very fal. 30 -M.O. Shp J2 open sports 2-seater, choice of two, one red and one marcon, both with slab tanks.

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130 -M.S.A. 10 1938 open sports 4-seater, white and black.

1310 -M.S.A. 10 1938 open sports 4-seater, white and black.

1310 -M.S.A. 10 1938 open sports 4-seater, white and black.

1310 -M.S.A. 10 1938 open sports 4-seater, spotless grey.

1310 -M.S.A. Shopen sports 4-seater, spotless grey.

1310 -M.S.A. Shopen sports 4-seater, red. ideal basis for special.

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ASTON MARTIN DB2, very special ex-team car, superb performance, Br. 6., 1,425gns.

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TRIUMPH TR2, wire wheels, overdrive and all extractions of the control of the countries o

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137 Prater Nash-B.M.W., type 329, externally for enthusiast who has the will to succeed and to get dirty in the process; £140.—See below. ALSO a most undestrable 1932 Hornetoes we have ever stocked but it does go, and well, too; £40.—See below.

below 1954-5 Ford 8 saloon, which runs and smokes, too, but then it is old enough; £40.

SPECIAL announcement to the boys with a sense of humour; the above three cars at £180 the lot. Any Courage?

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495 cms.—M.G. Midget 1951 T.D. 2-seater, 1,500cc cmsime.
395 cms.—M.G. Midget 1951 T.D. 2-seater, 1,500cc cmsime.
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395 cms.—Prazer Nash-B.M.W. 1957 2-litte type 55 super sports 2-seater, telecontrols, very carefully used. fully used.

225 gns.—Riley 1937 model 1½-litre Lynx sports
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£125 —Triumph 16 sports converticle, very recent car in obviously good condition.
£185 M.G. 2-litre sports saloon, 1938, a truly excellent example in black with attractive pix.

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HIRE purchase terms on all vehicles.

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1954 Cooper Ford special 2-sealer sports, age: £450 — Wood Plat 4, 107

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JOHNSON & BROWN offer 1950 Healey Silverstone. £575; 1948 Piat 1100, £395; new Austin-Healey 100, immediate delivery.—288/270, High St., Brown Ravensbourne 8841-2 & 6479. [C2073

TOJERO 3'--lite Jaguar-engined 2-seater, just completed with beautiful body and trim, space frame and Ee Dior back end to John Tojero's latest design: top gear gives 10 m.p.h. to 150 m.p.h.; probably fastest car ever built for road use; £1,500 inclusive P.T.; hire purchase.—Buckland Body Works, Ltd., Buckland, Nr. Buntingford, Hertz. Tel. Buntinsford

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TUNING, repairs, unobtainable spares made —Automotes, Ltd., Ferry Rd., Barnes, S.W.13, Riverside 6291.

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Whetstone, N.20. Tel, Hillside 6621, offers:—
1953 holstery, extras, mileage 8,500, excellent con-Whetstone, N.20. Tel. Hillside 6621. [C3042 NEWNHAMS, Ita.

1954 Standard 8 saloun heater, 3,000 miles; £475. NEWNHAM House, 255/7/9, Hammersmith Rd., London W.S., Riversije 4646. (C3024 CARTWRIGHT HAMILTON CARS offer:-

1955 Standard 8 de luxe, finished in grey, plete with heater, in excellent cond £525.—London Office: 282, Kensington High St.,

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1856.

1954 Standard 8 de luxe, late 1954, light blue
1954 Extras: £485.—County Garage, Sackville
Manchette
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1954 Standard Shp, birch grey, heater, sc
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6470; terms.—Clegg, Hallow, Worcester.

1948 Standard 8 tourer, immaculate throughout.

changes.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774, [C4054] 1946 Standard 8 tourer; £235.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex, Tel. 1171-2. [C3088] Bucknurst Bill, Essex. Tel. 1171-2 (C3008)

PRIDE & CLARKE, Lid.—1954 Standard 8 de luxe
saloon, blue/red, 11,000 miles; E519; terms 15%
deposit, balance over 2 years; exchanges; lists; guarantee.—Slockwell Rd., S.W.9. Brixton 8251. (C3008.1)

MONTE CARLO Raily performance Standard 8, twin
Tatlo.—George Reyle (Sports, Cars), Mollington, nr.
Chester. Great Mollington 535.

IVI carbs., 4-orance examples, and a considered and a considered and a considered and a constant a constant and a constant a constant and a c

SLOCOMBES. Ltd. S Cars Wanted

WE are always pleased to purchase nice examples of Standard 8s.—58/52. Dudden Hill Lane (Nr. Dollia Hill Underground). Willesden 4869. [W4017] WHY accept less for your Standard & saloon basic model when you can get its full market value from FERARIS OF CRICKLEWOOD, Ltd., 200-220, Bdy., Endon, N.W.2. Gladstone 2234. Open week-days & s.m. to & p.m.

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MONTE CARLO Rally performance Standard 10.
Action of the control of the control of the carbs, high compression head, 4-branch exhaust.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 553.

A.C. Rally winning conversion, as used on works' of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms. near exchange.

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SLOCOMBES, Lt.

WE are always pleased to purchase nice examples of Standard 10s.—38-52. Dudden Rill Jane (Nr. Dollis Hill Underground). Willesden 4869. [W4017 1955 Standard 10 saloon required, not black -81.
Alresford Rd , Winchester [W1010 Standard 10 Gars Wanted

LOW mileage 10s wanted urgently, cash waiting.

A LEXANDER ENGINEERING Co. Ltd., Haddenham. [C1094]

STANDARD 12
STANDARD 12hp 1946, black with green leather, beater, reconditioned engine, many extra features, immaculate; £296 for immediate sale.—Sil. 8056. [6360 1948 Standard I2, independent front suspension, all round; £250.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel 348.

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Sales Division offer1947 Standard 14: \$225.—355, Bign Rd., Wembley,
Middx. Tel. Wembley 4422. (C4015
1946 (Sept.) Standard 14, well above average consydenham, S.E.26. Sydenham 6129. (C2068

29 cms.-Standard 14 1947 de luxe saloon, siack, sidding head, blue leather, one owner, excellent condition; terms, exchanges, list; open 3-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead tool). Hampstead 6041.

STANDARD VANGUARD

W. HAROLD PERRY Ltd. 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—1955 (April) Standard Vanguard saloon, grey, with and the description of the control of the control

1953 Standard Vanguard saloon, heater, grey with grey hide upholstery; £525.

CAR MART Ltd., Welsh Harp, Edgware Rd., London, N.W.9. Hendon 6500. [C1039] BENTALLS, Ltd.

1951 Standard Vanguard saloon, maroon, begie up-holstery, 18,000 miles: £485.—Kingston-on-Thames Kingston 1001 (C1093 RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

K J MOTORS, Ltd., offer:-

CLARKES OF PIRBRIGHT, Ltd., offer:-

1953 Standard Vanguard saloon, finished in black, heater, H.M. V. radio, excellent condition; £625.

PIRBRIGHT, Surrey. Brookwood 2201-2.

CARRS AUTO SALES, Ltd , Standard and Triumph OFFER used cars of exceptional quality:-

1954 Vanguard Phase 11, black, heater; £655.

1952 Vanguard, black, heater; £495.

1952 Vanguard, black, beater; £495.
1950 Vanguard, leather, overdrive, fog lamps, beater; £495.
STANDARD House, South End, Croydon. Tel. Croydon Geological States of the Croydon of the Croydon Geological States of the Croydon of th

4422.

1950 Vanguard, black, red leather, fitted radio, beater, 2 spois, very nice car; 2415.—Below.
1952 Wanguard wills, easierine, fitted heater, 2 spois, very nice car; 2415.—Below.
1952 Ric HAYES, Lid., 13, Blabops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2035]
1950 heater radio, one owner; 2400.—Below.
1953 Isandard Vanguard Estate Car, jade green.
19625.—County Garage, Sackville St., Manchester, 1
1963 Standard Vanguard allona, 6125.

£375 111 1950 Standard Vanguard saloon, de luxe model in leather with heater and radio, un-

repeatable value.

CAMDEN MOTORS, Leighton Bussard 2041: Write for catalogue. Showrooms open until 8 p.m., [C1035]

1954 Standard Vanguard saloon, Phase II. one body owner, dank colour grey and black, perfect body Research of Colon Colo

#### STANDARD VANGUARD

1951 Vanguard (June), resprayed, recent bills 2120; excellent condition; £410.—Tel. Edg-

ware 0314. (Sept ) Vanguard, black, leather, seat covers.

1950 (sept ) Vanguard, black, leather, seat covers.

Close, Kingawood, Surrey, Mogador 2045. (S230

1954 (April) Standard Vanguard Phase II saloon, burgain seat 2585.—Weybridge 1491. (S331

1953 Phase II Vanguard aloon, low mileage; £585.
—Starnes Motors, 103. The Eroadway.
Cricklewood, N.W.2. Gladstone 2480/0298. [5895]

1952 Standard Vanguard, one owner, radio, heater, loose covers; £450.—Jacquier, Ltd., 225-7. Hammersmith Rd., W.6. Riverside 6677-8. [C2043] 1954 Standard Vanguard Phase II; choice of 3

1974 trom £695; 5 months guarantee; terms and Jack Williams MOTORS, Ltd. 169, Priory Rd. 160, Williamsey. Mountview \$228 and 5774. [C4054]
49 5 ms.—Standard Vanguard 1952 saloon, leather. Rowland Smith, below 1984, 1

1953 Standard Vanguard, grey, heater and leather, excellent for year; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

1952 Vanguard estate car, blue, radio, heater, taxed, one owner, 55,000 miles, very clean condition; £595.—A. A. Clark, Ltd., Frances Rd., 6388

Windsor. 1951 Vanguard saloon, radio, heater, black with red upholstery, excellent condition, £475.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.12, Liberty 3450.

1951 (Nov.) Standard Vanguard saloon, dark terms and exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3334.

1950 Vanguard saloon, black, red leather, overnikes, diverse, H.M.V. radio, heater, taxed, ss., onnikes, diverse, H.M.V. radio, heater, taxed, ss., onnikes, diverse, di

#### Standard Vanguard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.S. Ham. 6011. [W4018/F. 198018/F. 19801 ALMOST new Vanguard required immediately.—54.
Streatham Hill. S.W.2 Tulse Hill 2676. [W3016

#### Standard Missellaneous Care Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. [W4018/R SOUND car required; £50 to £450.—Frazer, 10, Winchester Mews, N.W.3. Prl. 6159. [6218 MARSTON MOTOR Co., I.td., for your Standard.—
MARSTON MOTOR Co., I.td., for your Standard.—
Tottenham,
[0181/R]

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Later John Kaye (Leeds), Ltd., New York Rd.

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—Post enquiries to Northdown Motor Co. (Distributors). Northdown Rd., Margate. Tel. Thas 59

20405.

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HALLS (FINCHLEY), Ltd., have a comprehensive and also reconditioned Standard sparses for immediate delivery and also reconditioned Standard exchange engines from Pendix stockists.—Arcadia Ave., Finchley, M.S., Finchley, S908/9

STEYR 1939 Steyr Daimler Benz Model 220. independent tion. end 4-wheel total mileage \$1,000, perfect condi-tion. end to the step of the step of

STUDEBAKER
1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition; SCOTT CARS, 347, Finchley Rd., London, N.W.3.

#### STUDEBAKER

SIMPSON'S Offer:-1955 Studebaker V.S. Commander, Hydramatic Simpson's Morrors (Weinblety), Ltd. (American Car Specialis is 345, High Rd., Wembley 8691, 5903.

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1940 Studebaker Champion 21hp 4-door segunine 26 m.p.g., any inspection invited; £25.—Croydon 1666.

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REQUIRE urgently Studebaker cars; also Bulcks, Chevrolets, Citroens, Jaguar Mark VIIs.
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Hampstead 7779/8676. [W4016

SIMPSON MOTORS (WEMBLEY). Ltd., the Stude-baker buyers. Wembley 8691/3903. [W4015/R

# TOM GARNER, Ltd., offer:-

1955 Sunbeam Mark III saloon, dark green, heater, overdrive, 5,000 miles only; £1,165.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfrairs 2656-5-C
CHARLES POLLETT, Ltd., offer:—

1954 Sunbeam convertible, grey, red leather, condition; £105; Showshooms: 18. Berkeley St., W.1. Mayfair 6266.

SHOWROOMS: 18. Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1955 (March) Sunbeam saloon, 5,000 miles, crim1955, Tyrer, 1, Newhall Lane, Preston, Lancs. (6331955) Sunbeam Ma. III saloon, radio, overdrive.

2018. Tyrer, 1, Newhall Lane, Preston, Lancs. (6331955) Lheater, etc., 4 months' guarantee.—Green & Control Control

24. Continercia file.

1955 gries Sunbeam Mark III onvertible couge.

of the extras, low mileage, beautifully kept car; £1.145.

Morley, 54, Streatham Hill, S.W.2. Tul. 4488.

(2016)

SUNBEAM ALPINE

J. HUNTER. Ltd., offer:—

1954 Sunbeam Alpine coupe, very attractive car
in cream, cost £1,500: bargain at £895.

J. HUNTER. Ltd., 22, Cricklewood Broadway.
R.W.Z. Tel. (tladstone 6505. WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam Alpine Roadster, red with fawn upholstery, fitted heater, 4,000 miles; £1,045, 1953 Sunbeam Alpine Roadster, sapphire blue with Warwick WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 976, 164045

1953 Sunbeam Alpine, very low mileage, in auperb condition: £850.—London Office: 282, Kensington High St., W.14. Wes. 0207.

1953 (Aug.) Sunbeam Alpine Roadster, blue with a warm upholatery, Whitewall tyres, car as new.

A. C. BULPIN & SON, Ltd., Newton Abbot. Tel. 575. A C. BULFAR & Sorr. 16200

ROSE & YOUNG. Ltd., offer 1953 Sunbeam Alpine sports, fitted radio, heater, rev counter, etc., one owner, exceptional condition, ivory with red leather; e550.—65.69, Sternhold Ave. Streatham full, S.W.2 (1 min. Streatham Mill Station). Tulse H'll 6464.

# SUNBEAM-TALBOT TOM GARNER, Ltd., offer:--

1954 Sunbeam-Talbot 90 Mark Ha convertible gun, heater, radio, many extras, 17,000 miles;

E995.

1954 Sunbeam-Taibot 90 Mark II a aloon, light 1952 Sunbeam-Taibot 90 Mark II a aloon, light 1952 Sunbeam-Taibot 90 Mark II saloon, bronze, beater, rsdio, £725

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfrairs 2625-62.

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, gun heater 11.000 miles; £1.065. 1954 Sunbeam-Talbot Mark IIA convertible coupe, cream with red upholatery, 10.000 miles:

\$1.095.

1953 Sunbeam-Talibot 90 Mark IIA saloom, sapphire 1953 blue with fawn upholatery, 9.000 miles; £975.

20 Sunbeam-Talibot 90 Mark II saloom, satin protection, satinform, satinfo

PHENIX MOTOR Co. (SURREY), Ltd.

FOR all Rootes Group products.

1951 (Sept.) Sunbeam-Talbot coupe, black, beige, heater, loose covera, new hood; £615 heater, House, High St., Sutton, Survey, Vigilant 1121.

PARADE MOTORS (MITCHAM), Ltd., offer:—

1939 Sunbeam-Talbot 10 sports tourer, in really excellent condition: £255.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham, 3392.

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(DISTRIBUTORS). LIA. 1952 Sunbeam-Taibot 80 saloon with heater, seal covers, overriders, just completely recellulosed, excellent mechanical condition, fully guaranteed.

1955 (model) Sunbeam Mark III saloon, in grey and the saloon and heater, one owner, 2,000 miles only, fully guaranteed; £1,150.

EONARD WILLIAMS (DISTRIBUTORS), Ltd., EFCARD WILLIAMS (DISTRIBUTORS), Ltd., Brentord, Medx. Ealing 3400.

Mddx. Ealing 3400. [57:29]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herta, Welwyn 481-2-5, offer: 90 saloon, finished black, red leather, radio, rev counter, many extras, one owner, as new throughout; 4985; maximum, h.p. terms available. come owner, as new throughout; £985; maximum h.p. (CHOM) cares available.

CAMDEN MOTORS offer the following high-class Sunbeam-Talhois from their atock of 500 care.

SUNBEAM-TALBOT 10thp sports saloon 1948, recall-lulosed silver-grey in our workshops (a result high-class job at considerable cost), fitted windtones, dual foglishts, especially good mechanically, unrepentable opportunity at £425.

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CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m.

£435.—1948 Sunbeam-Talbot 10 saloon; exchanges, etc.—Autowork. Ltd., Southgate St., Winchester. Tel. 4965.

1938 Sunbeam-Taibot 3-litre saloon, nice order throughout, £195; 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774, (C4054)

1950 Sunbeam-Talbot 80 sports saloon, specimen condition; £485.—Kings Road Car Sales, 105, Kings Rd., Brentwood, Tel. 1968.

SUNBEAM-TALBOT 90 Mark II black saloon, heater, genuine 25.000, superb, consider exchange small car or sell; £660.—Kingston 1532. (C2037

Sganuine 25.000, supero, consumer caracteristics of the control of

evenings. [6372]

1954 Sunbeam-Talbot 90 saloon, black with red
upholstery, heater, taxed, one owner; £875.

Carris Motors, Ltd., Lewisham Bridge, London,
E.15. Lee 8885, Ltd., Lewisham Bridge, London,
1950 Sunbeam-Talbot 90 saloon, moderate mileae
and in beautiful condition throughout, practically new tyres all yound, recently receilulosed black;
£550.—Tel. Lyme Regis 147.

545. The Jorean en John Control recently recentlance black.
545 me. Sunbeam-labox 90 1951 Mark II globe.
546 me. Sunbeam-labox 90 1951 Mark II globe.
610 me. owner. excellent condition: terms, exchange.
610 me. owner. excellent condition: terms, exchange.
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2635.—Robbins. East Putney. 241.

1952 Sunbeam-Tailot convertible, black, red hide.

1952 Sunbeam-Tailot con

£565 111-"80" Sunbeam-Talbot, special oppor-saloon, absolutely immaculate throughout, fully equipped with an excellent set of tyres.—Below £585 11-"30" Sunbeam-Talbot convertible: this nai owner and both looks and runs like a brand new motor car.

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(222-5-4. (May) Sunbeam-Taibot Mark II salponi.

1952 bronze, red leather, hester, 16,000 miles:

£685.—Gibbons Storts Cars (Christchurch) Lid.,
Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (§194

1954 green, under 10,000 miles, used as second
ar, immaculate condition: £950.—60 R. Marper, Ltd.,

1, London Rd., Stevenage, Tel. 700. (6412

1 Donor Roy (1982) 30 Mark II sports salong, satin bronze (1982) 10 Colour the whole car in new condition, very low mileage; price \$615, or h.p., exchanges arranged,—Whiteley & Creasy, Engineers, Peterborough. [6280]

1954 (March) Sunbeam-Talbot 90 saloon, green only, fitted heater taxed for the year, in exceptional condition throughout; £095.—Coventry & Jeffs. Lid., Bristol 2009; [6256]

1954 Sunbeam-Taibot Alpine sports, Coronation red fog lamps, etc., a most attractive one owner car; 2995.—Henlys, Henlys Corner, North Circular Rd., N. 11. Pinchley 0951.

1954 (May) Sunbeam-Talbot Mark IIa convertible concerning the finished Alpine mist with red leather, one owner, 14.000 miles, Whitevall tyres, spare unused, radio, heater, and 2 spot lamps, a specimen ear; 2945.—Morley, S. Streatham Hill, S.W. 2. Tul, 4489, [63016

SUNBEAM-TALBOT 10 sports tourer, 1946, September, red, fitted tubeless tyres, screen washer, Wintons horns, spotlights, wins mirrors, superb condition, real gem; £375.—B. & H. Motors, 1464-6, High Rd., Whetstone, N.20. Tel. Hillside 6971-2.

Wheelone, R.A. Tel. Ministe coll-2.

GEORGE HACTWELL, Ltd., the Sunbann-Tailor specialists, can offer comprehensive selection.

It and Alpine from £625: exchanges; hire gurchase; cleaking, information on request.—55-41, Holisenburst H.A. Bourzemouth. 24. Bourzemouth 4161. [C0079] Surbeam-Taibet Cars Wanted

ROOTES, DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM .- Lower Temple St. (Central 8411).

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CANTERBURY .- (Canterbury 5232.)

ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devenshire House, Piccadilly, W.1.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R H. A. SAUNDERS, Ltd., Golders Green, require:-SUNBEAM-TALBOT cars for cash.—140-144, Golders Green Rd., N.W.11 Speedwell 0011. [W4004 Richards & Carr, Ltd. buy Sunbeam-Talbots.— Richards & Carr, Ltd. buy Sunbeam-Talbots.— St, Kinnerton St., S.W.i. Sloane 5424, [W3045] PRIVATELY owned S.-Talbot 90.—5, Brae \*Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057]

ALMOSI new Sunbeam Talbot required immediately -54. Stree'nam Hill, S.W.2. Tulse Hill 2676. URGENTLY required, 1949-55 Sunbeam-Talbot barrons.—Gibsons Sports Cars (Christchurch), Ltd... Lyachurch Rd., Christchurch, Hants, Tel. 1681, 1685,

Lynchurst Rd., Christchurch, Hants, 1et. 1900 Sun-XXX Excellent cash prices paid for good Sun-beam-Taibot cars—H. F. Edwards, 200, Great Portland St., London, W.I. Tel. Langham 0012. SWALLOW DORETTI

SWALLOW DORETT!
Sunique guarantee.
We offer a one-owner 1954 Doretti, in black with red
leather interior, occasional 4-seator, overdrive,
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par exchange your car or motor cycle, and have the
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SLOCOMBES, Ltd., Car Division, Willesden 4869,
[C4017

JACK ROSE, Ltd., offer 1955 (June) Swallow Doretti, Jas brand new, guaranteed 200 miles only; £885.— Stafford Rd., Wallington, Surrey, Wallington 6677; ziso High St., Banstead, Burgh Heath 2576. (C3056

1955 swallow Doretti sports, demonstrator avail-black leather, fitted heater; part exchange, hir pur-chase stranged—Ashlands Garage, Ltd., Stoke-on-trent. Tel. 44584.

TALBOT TALBOT 110, coachbuilt body, new hood, 2,000 miles since complete overhaul, spares, etc.; £180; phobs and details—6. Kirby Rd., Gienfield, Leics. Tel. Anstey 2006.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Taibot.—Hampstead (Tube), N. W.5. [W4018/R

JOHN BLAND for spares and Service
JOHN BLAND for spares and repairs to pre-war
Talbots except lohp.—27, Southfields Rd., S. W. 18.
Vandyke 1612.

ARGE stocks new and second-hand 'kinbot spares,
1929-56, included ambulance.—Clare's Motor
Olisz, 206, Ruight's Hill, London, S.E. 27. Gipsy Hill
Olisz.

TRIUMPH

DICKS. 1939 Triumph 14hp Dolomite coupe, grand appearance, bargain; £295.

DiCKS CAR SALES, L4.5 S85-401, High Rd., Kilburn. Maida Vale 6988-9. (C1072 BENTALLS, Ltd.

1953 Triumph Mayflower saloon, blue, blue uphol-KINGSTON-ON-THAMES, Kingston 1001.

B. J. HUNTER, Ltd., offer:-

1950 Triumph 2000 saloon, fitted radio, heater.
1949 Triumph 2000 coupe, fitted special hard top;
B. J. HUNTER, Ltd., 22, Crickiewood Broadway,
N.W. Z. Tel Cliadstone 6303. [C2040

TOLWORTH MOTORS, Ltd.

1955 (May) TR2, 400 miles, overdrive, heater, 1954 (august) TR2, 9,000 miles, specially tuned (mmaculate; 2765.—Kingaton By-Pasa, Tolworth. Elimanaculate; 2765.—Kingaton By-Pasa, Tolworth. Elimanaculate; 2765.—Kingaton By-Pasa, Tolworth. Elimanaculate;

H. A. SAUNDERS, Ltd., offer:

1953 Triumph Mayflower ealoon, black/red uphol-stery, heater; £545. 836—842, High Rd., N.12. Billaide 5272 (6 lines). (C2027

CHIPSTEAD MOTORS, Ltd. off

1955 TR2 hardtop, green, overdrive, etc., etc., ROS under 1,000 miles, coat £1,048; £945. ROADSTER 2000, 1949, beautiful condition, marcon, new hood, twin horns, pass lamps, loose covers, lower twin horns, looked twill have been horns, looked twill have been horns, looked twin horns, looked twill have bee

CARRS AUTO SALES, Ltd., offer:-

1949 Triumph 2000 saloon, black; £450.

STANDARD House South End, Croydon. Tel. Croydon 5088 and 0268.

CARTWRIGHT HAMILTON CARS offer:—

1955 TR2. Br. green, very low mileage, wire cost £940 new.—London Office, 282 Kensington High St., W.14. Wes. 6207.

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (July) Triumph Mayflower 10hp saloon, 1½, 1952 litre, blue blue hide, one owner, unblemished, highly reasummended; £470.

140 N.W.11. Specdwell 0011 (10 lines). (C4004

1949 Triumph Roadster, 2000 series, marcon, excellent condition, taxed year; £465, X L. SERVICE STATION, Kingston Vale, S.W.15. [C4060]

X Ein. 3355. [C0060 1954 TRJ B.R.G.; £745.—Holland Park Autos, 142, Holland Park Autos, 142, Locombes, Ltd., Willesden 4969, for cars with Unique guarantee.

What is a subject to the sub

£175 Triumph Dolomite cabriolet, special coach-work, lovely car. Private,—Epsom 2480. 1949 Triumph Roadster 2000, a specimen, excellent; £525.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2 (C3063

TR2. 17,000 miles, June. 1954, B.R.G., many extras: £740 o.n.o.—Romilly, Broadfield, Bodenham, Hereford. Tel. Bod. 75.

1949 Triumph Roadster, new hood, very smart:

### Aunter, 376, Kensington
High St., W.14. Tel. Western 2312. (C4019)

1952 Triumph Mayflower saloon, first-class condi-tion throughout; £495.—G. W. Wilkin, Ltd., I. Weston Park, Kingston, Kin. 8104.

1953 (June) Mayflower saloon, black, red leather, heater, twin spot lamps, in excellent condition; £525.—Robbins, East Putney. Tei. 7881. [C3010 1953 Triumph Mayflower, heater, low mileage; £555; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [6375]

Sleeman, Ltd., 91, Cowley Rd., UNDTIGGE MAGE. 18972

5.5.25 | Salcon, hester and may extras, whole car original and immaculate., Below.

5.4.95 | Salcon, hester and may extras, whole car original and immaculate., Below.

5.4.95 | Salcon, hester and salcon, salcon, hester and care and salcon, below the salcon, salcon,

1950 Triumph Renown, black with beige leather, black with beige leather, black smith, 25, Bruton Place, W.1. Mayfatr 0661-2, 10462

1950 (Oct.) Triumph Renown saloon, maroon/beige, one owner, sold and serviced by us, excellent car; £475.—Dorking Motor Co., Ltd., Dorking 2256. MAYFAIR GARAGES, Ltd.—Reg. 1952 Renown 2000 saloon, silver grey, hide, heater, one owner, immaculate condition; £475.—Balderton St. W.1. Mayfair 5104-5.

1948 Triumph Roadster 1600, black, blue leather, recent overhaul; £485; would exchange for 1954 Zephyr, Velox or Vanguard; cash adjustment.—Tel. Thanet 61604.

R OADSTER 2000, 1949 (August), one of the best made, black, 27,000 miles, radio, heater: £520; terms and exchanges.—Oacar Moore, 204, Ballards Lane, N.5. Finchley 2920.

£425 —Triumph Mayllower, 1952, delivered August, 1951, black, low mileage.—Telephone after 1st July between 10 s.m. to 12 noon and 2 p.m. to 4 p.m., 16371

1953 (June) Triumph Mayflower, exceptionally well maintained, black with blue leather: £545; terms, exchanges.—West London Motors. 205/209. Pulham Palace Rd., W.6. Pul. 0066.

1951 Triumph Renown, fitted overdrive, radio, heater, loose covers, genuine low mleage, immaculate condition; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.S. Riverside 6677-8. [C2048]

JACK ROSE, Ltd., offer 1955, one week old, guaran-teed, 200 miles only, TR2, in red, owner going accept £225.—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056

Wallington 6677.

A RCHIE SIMONS & Co., Ltd.—1955 Triumph MayA RCHIE SIMONS & Co., Ltd.—1955 Triumph MayRCHIE SIMONS & Co., Ltd.—1955 Triumph Mayheater, one owner, 14,000 miles, showroom condition;
£565,—94, Ot. Portland St., W.1. Lan, 1343. [C4015

1954 Triumph Renown, finished grey with red leather, one owner from new, 12,000 miles, an immaculate and beautifully kept car; £835,—Morley, 54, Streatham Hill, S.W.2. Tul. 4468. [C5016]

1954 Triumph TR2, pearl white/red, special shock absorbers, specially tuned engine, intest type brakes, very low mileage, one owner; £795.—Odeon Motors, Lid., Barnet 1144.

1952 Triumph Mayflower salloon, blue, red leathe throughout, £495; also Mayflower coupe, 2-colour, or owner, very rare car indeed, £495.—Broadway Motor Gr. High St., Hounslow, Bou. 015.

£585—1952 (Feb.) Triumph Renown 2000 saloon careful owner who has overed only \$1,000 miles laxed year.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead. 341-2. (1930)

Maidenhead. Tel. Maidenhead 5451-6.

1954 (November, 1953) Triumph Renown slood, black, brown leather, heater, good tyres, spare unused, mileage 17,000 believed genuine, really immaculate car, taxed; £775-R. S. Mead (Seles), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead.

TRIUMPH Roadster 1949 2000, in superb condition, reconditioned engine 5,000 miles, new Tickford shock absorbers fitted, practically all new tyres, taxed year, bills available total amount £150; price £900.

TR2, 1954, black, red leather, wire wheels, heater, lamps, Marchal head lamps, tonneau cover, special hood with transparent quarter panels and removable rear panel, also detachable fibreglass hard top, as new, moderate mileage; £825 or near offer.—Appleton, Goldhawk Rd., London. She. 7591.

Goldhawk Rd., London. She. 7591.

1955 Cream. blue leather, heater, under 1,000 miles, absolutely as new, guaranteed for 5 months, tremendous saving on month-old car; unrepeatable at 2799; hire purchase arranged on the spot by our own department.—Bristol Street Motors, Ltd., Ford distributors, 164/182, Bristol St., Birmingham. Tel. Midland 5861/5 or 3903/6.

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041.

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good TR2 Triumphs.— 27. Pembridge Villas, W.11. Bay, 0523. [W1013

ALMOST new Triumph required immediately.—54. Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Triumph.— N.15. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R]

GOOD Triumph required immediately.—G. Edwards,
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W2000

A TRIUMPH TR2 or similar wanted, low mileage; particulars, price.—Law, Laburnum Cottage, Stoke Rd., Blisworth. Northants.

TRIUMPH distributors, or spares service and TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models. --161, Great Portland St., London, W.L. Lan. 7733.

LARGE stockists of Triumsh spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Solwya Bay (Tel. 3322).

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UTILITY VEHICLE CENTRE offer:-

1952 Humber shooting brake, on Pullman chassis a beautiful oak and ash body by Tickford lavishly coulpped and fitted folding seats, trimmed is beige hide; this is a genuine low mileage example of this rare model.

100, Great Portland St., London, W.1. Langham DICKS.

1947 Alvis 14h2 utility, most useful 4-door body, highly recommended; £375.
1948 Standard 14h9 utility, maker's body, 4 doors brakes; £365.
DiCKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9.

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HILLMAN, Humber, Sunbeam, Commer.

BEIPORD Utilabus, first registered November, 1983, 1,000 miles colour for him, fitted roof lining, roof ventilator, two interior lends, esketer, fire exitingulator, windscreen sprays; £550.

COMMER utility, first registered October, 1981, very useful and attractive vehicle with proper foldaway seats and armersts in rear, fitted heater; £375.

—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn

1951 Austin Countryman A40; £465.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]

BEDFORD Dormobile, June 1955, works mileage only. [6319] 1949 Led-Francis utility: £415 o.n.o,—Lewes, 27. Ladbroke Walk, W.11. Park 9896. (5145

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365 cns.—Austin 18 1948 4-door 5-seater ahooting brake, natural timber, brown leather, heater, fold-num rear seating, drop tailboard, excellent condition.

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125 cns.—Leop (Willys) Registered 1951 utility detachable body, bench seat, good condition.
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Hampstead 6041.

DONARD WILLIAMS (DISTRIBUTORS), Ltd., 1954 Hillman Estate car, heater, over-riders, one owner, excellent condition throughout, fully 1934 owner, excellent condition alroughout.

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LEONARD WILLIAMS (DISTRIBUTORS), Middx.

Packard Buildings, Gt. West Rd., Brentford, Middx.

[6394]

1947 Jowett Bradford, taxed, insured, running:
o.n.o.—Winton, Harefield 2103, 6165

FORD V.8 30 4-door, wooden body, excellent condi-tion; £95.-A.Z. Motors, 100, Falmerston Rd., N.W.6. Mai. 4723. [C1011/1

CASS'S MOTOR MART.—Austin A40 Countryman estates from £475; written guarantee.—5, Warren St., W.1. Euston 4110.

G & M Minx Anniversary model estate car, above average condition.—Below (series) Standard Vanguard estate car, with the condition of the condi

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0621/R]

1951 Austin A40 Countryman estate car. green, excellent condition; £460; exchanges, terms, Peter Guest, Ltd., King's Lynn. Tel. 4129. [4612]

CAMDEN MOTORS offer a comprehensive range of estate cars, utilities and light commercial vans; see special advert in "Where to Buy" supplement. [C1035] 1953 Phase II Vanguard estate car. light green as new throughout: £745; 5 months' guaran-

Jack Williams Motors. Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054

1947 to 1953 Ford Shp shooting brakes and vans, large selection from £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 226.

1955 Hillman Husky utility car, quite new; size changes, etc.—Autowork, Ltd., Southgate St., Crisio, Changes, etc.—Autowork, Ltd., Southgate St., Crisio, Cris

1954 (Feb.) Hillman estate, beige, heater, one Brothers, Ltd., 133. Old Brompton Rd., S.W.T. Fremantic 533.

DEDPORD Dormobiles by Martin Walter. A few low-mileage models in stock.—Motourists (London). Ltd., Great North Rd., East Pinchley Station, N.2. (7801).

1955 A40 Countryman, 907 miles, heater, as new cost over £770; unique opportunity at £695.

Richards & Carr. Ltd., 35, Kinnerton St., S.W.I.

C3305

1954 (July) Morris Dormobile, immaculate, 6,700 miles, one owner, luggage rack (new price about £810) at £620; terms, exchange.—T. & F. 10. Winchester Mews, R.W.5. Pri. 6159, 6622

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Jeally first-class, mechanically and exceptionally
mart appearance; terms; £220.—Keeler, 1, Lambolle
Piace, Belsize Park, N.W.5. Primrose 2657. [6252

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BUICK station wagon, coachbuilt body, resprayed, e250 spent last 18 months, complete mechanical overhault, a real beauty, to see it to buy: £275 o.n.o.—Clinkscales, Great Bardfield, Essex, Tel. 235. [568]

Cliniscales, Great Baluncia, sewith a series of the series

19000 miles. Standard Vanguard estate car, grey, this car blue leatner, heater, Michelin X tyres, this car blue leatner, heater, Michelin X tyres, manusculate condition; first registered June, 1955; £710.—R. S. Mead (Sales), Ltd., 42. Queen 84., 2faidenhead, 4313.—C3011

Tel. Maidenhead 3431-2.

TRAVELLER.—1954 series Morris Oxford Traveller, genuine 6,000 miles only, spare unused, one private owner, finished gry, red leather, heater, overwritten gusrantee—Motourists (London), Ltd., Great Forth Rd., East Finchley Station, N.Z. Tudor 2501-2, (CS018)

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R OYS always good buyers of utilities.—127 Parkway N.W.1 (nearest Tube Camden Town Station). [W3059] MORRIS Traveller wanted.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

Tudor 2301-2. [W3018]

£215 — New engine. loose covers, very clean 1938 saloon.—A.Z. Motors, Palmerston Rdi., N.W.6. Mai. 4723.

N.W.6. Mai. 4725. [C1011

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£359.—1948 Vauxhall 12 saloon de luxe, any trial S.W.12 (100 yds. Clapham South Tube), Batt. 1107 8-9. [C202

VAUXHALL 14 1948 de luxe saloon. excellent condi-tion. black, rébored engine, needs running la; £305.—Archway 1406.

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1949 Wyvern, black; £365.—Holland Park Autos 142, Holland Park Ave., W.11. Park 2626

1951 Vauxhall Wyvern, black, recellulosed, superborder; £480.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

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£480 111-1951 Vauxhall Wyvern saloon, in leather, unblemished coachwork, excellent mechanically.

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condition throughout; £465: terms, exchanges,
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1127.

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1949 Vauxhall Wyvern, black, radio, (Le owner, lound condition: £485.—Apply: Chaufeur, "Underbeeches," Underbliebeches, "Underblil Park Rd., Relgate, Surrey. Tel. Feligate 2777.

ALMCST new Wyvern required immediately.—\$4. Streatham Hill. S.W.2. Tulse Hill 2676. [W3016]

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1954 Vauxhali Velox, black, brown upholytery, HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (CS042

A1 at Browns. 1953 Vauxhall Velox, black, beater, etc., 17,000 W. J. BROWN, Ltd., 539, Finchley Rd., N.W.S. (C1025

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1954 Vauxhall Velox saloon, blue/fawn upholstery, heater, recorded mileage 14,120; £755, 836-842, High Rd., F.72, Hillside \$72 (8 lines), (C2027

1949 Vauxhall Velox: £425.—Below.

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1952 Vauxhall Velox saloon, black, grey uphol-stery, heater, genuine one-owner car; £595, 1954 Vauxhall Velox saloon, blue, 2-tone uphol-stery, 9,000 miles, one fastidious owner

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£495 -1951 Velox, green, excellent condition, heater, rimmers, leather and covers, low mileage. -151, Collingwood Rd., Sutton. Surrey, after

1949 Wauxhall Velox saloon, blue, heater, link superb example; £445.—Broadway Motors, 67, High St., Hounslow, Hou. 0175.

1954 Yauxhall Velos, green/green, heater; £655; Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batt. 2252.

1950 Vauxhall Velox, sound mechanically, body-2575.—Apply Trassport Manager Central Garage, King St. Netherton Dudley, Worcs. Tel. Dudley 2619 (6007)

1953 (June), green, radio, heater, wing mirrors, loose covers, 15,715 miles; £675.—Campbell symonds Wembley 6262. monds.

1950 Yauxhall Velox. blush grey with red leather, the fitted heater and radio, in delightful condition throughout: £465; cash or h.p. —Coles Garakee. Ltd., 42, Worple Rd. S.W.19. Wimbledon 0198.

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1955 Vauxhall Velox saloon, virtually new, £845; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel, 4965.

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Yow wear multi-grade oil used throughout 16,000 careful
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Fornschus, Blossom Sk., York 2794.

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INTERESTING and unusual, Vauxhall 1955 20hp open tourer 6-stater, low mileage, perfect condition, fully equipped; £120,—Booth, 9, Blackhall Rd., Oxford 57288.

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Vauxhall Cresta saloon required.—81, Alresford Rd., Winchester. [W1010

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wood 1615.

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PERFORMANCE CARS, official Volkswagen agents.— New and used models in stock.—Great West Rd., Brentford, Middlesex. Faling 8841. Brentford, Middiesex. Paulis cover.

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VW sports cars, new, second-hand, or you can have your own converted; cruise at 80 mph while doing 35 mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R]

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Sound car required; £50 to £450.—Frazer, 10, Swinchester Mews. N.W.3. Pri. 6159. [5220]
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WOLSELEY 4/44 1955, 4,000 miles, taxed year; nearest to list.—Add 1923.

\$\frac{1}{2}\text{ 1/40} = \text{ 1/300} \text{ miles, taxed year; nearest to list.—Add 1923.}

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£398 -Wolseley 10 4-door saloon 1948, heater, radio, excellent condition throughout; many cars.

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[N1027]

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5000 Guaranteed remould tyres, 17th, 18th, 18th, 18th, 2010, all other sizes available; guaranteed cound sealed, carriage forward, astisfaction guaranteed, which was a sealed of the country of the coun

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WHEELS (used), all sizes for every type of vehicle.
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# TIONS, BOOKS

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PROFESSIONAL advisers and valuers to the motor

Professional representation of all types of garage For the sale or purchase of all types of garage businesses and premises throughout the British GODDARD & SMITH, 22, King St., St. James's, Swill, Whil. 2721 (20 lines).

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SPECIALIST agents for the sale of motor businesses, garages and filling stations; valuations of premises, equipment any for stock for all purposes; the following station recently developed, with great scope for further improvement; petrol sales already reaching 1,000 g.p.w.; main road position; ample space for erection of bungalow; price freehold 24,000 (H.Br.).

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A LNRIDGES for motor businesses, garages and filling stations.

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Rolls-Royce, Austin; £5,500.—Box 4749.

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VirkESHIRE, valuable garage and filling station with extensive frontage to busy main road, substantial buildings including showroom and workshop, compression of the control of the compression of the control of the control

HUNTINGDONSHIRE, viliage repairs 30,000; large house, part cate: fr cash required £1,000.—R. H. Rapley, Huntingdon.

CAR showroom, 6-10 cars, with separate lock-up for 6 cars, fixtures and fittings; sound business; situated near main Bayswater Rd., W.2; excellent scope.

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Transfer Agency, 5, rose oc., Ltd. Surveyors and Valuers, Grange Chambers, Uxbridge Rd., Hayes, Middlesex. Tel. Hayes 0452. For garages and filling stations from £3.000 to £40.000.—Write or telephone your instructions or requirements to Hayes 0452. Research

PETROL filling station, village crossroads, Sussex, 4-pump site, petrol sales over 40,000 gals, p.a., light repairs only modern det, house, 2 rec., klt. with ideal boiler, 5 beds., panelled bath sep. toilet, central heating, large garden, freehold £8,000.—Walker, Adams & Co., 12, St. John's Rd., Tumbridge Wells. (605)

E Co. 12. St. John's Rd. Tunbridge Wells. [6051]
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P popular car dealers, 5-pump site, petrol sales 42,000
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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a men abed 18-64 or a somma aged 18-54 inclusive, witcess he or the or the employer is excepted order, 1952 provisions of the Notification of Vacancies DORF.

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APPLICANTS must be able to interview customers and take instructions relating to the repair of givent taken assured to the repair of givent and taken instructions relating to the repair of givent and taken instructions relating to the repair of givent and taken instructions relating to the repair of givent and taken instructions relating to the repair of givent and taken in the property of the property

SENIOR car salesman/buyer reed, by reputable garage N. London, main agencies, excellent salary and comm...-Write Box 4680. [5967

comm.—Write Box 4660.

SKILLED mechanics for instructional work in automobile transmission systems, S.W. London; state experience and salary.—Write Box 4457.

MOTOR salesman with wholesale experience, age apperience; good salary.—Box 4576.

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MOTOR mechanics, capable for overhauls without supervision; over 40 years old preferred; good pay, permanent.—Auto Sales, Maida Vale 5555. [5130

Two smart motor alsessmen required: second-hand vehicles only; only men not afraid of hard work and used to high earnings need apply.—Box 4760.

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MOTOR accessories salesman for retail counter; must be experienced,—Apply, giving fullest details, age, etc., Bournemouth Motor Accessories, 252, Old Christeburch Rd. Bournemouth.

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WORKS foreman required for Merchiston Motors.

"The Home of Ecurie Ecosee": good opportunity for a man with a wide technical knowledge and willing to undertake the fullest responsibility.—Apply:

MERCHISTON MOTORS, 8, Merchiston Mews. Edin. [6018]

IVI burgh, 10. [6018]
RETAIL salesman wanted by Surrey dealers; must be experienced; permanent position for right man: applications should state age, married or single, previous experience and remueration expected.—50 of 720, of 60 of

SALESMAN required by Vauxhall main dealers in S.W. Surrey, aged 25-35, with good knowledge of used car market; car provided, and to work own territory.—Apply, giving full particulars of experience, etc., to—Box 4577

territory.—Apply, giving full particulars of experience, etc., to—Box 4577

SERVICE manager for Rootes Group car and commercial dealers; we are a growing organization, and the position offers good scope to a man interested in and able to expand content of the following of the f

SKILLED mechanic required capable of handling all types motor vehicle repairs, prepared to accept certain amount of responsibility, reancy occurs with veil-establing required capability, reancy occurs with veil-establing required commodation available if required, good prospects for right applicant.—Write Box 4678, reach

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W.3. [6046]
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The details of career and experience to Sales Manager.

Chaseside Motor Co., Hertford.

THE Asion-Martin and Lagonda divisions of the David
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senior mechanical and body draughtsmen; the positions
offer considerable scope to men of initiative and
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Park. Feitham. Middlesex.

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WESTERN MOTORS (BRISTOL). Ltd., automobile
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essential, excellent opportunity for applicant of ability
with old-established firm just embarking on expansion
scheme starting with the construction of entirely new
premises—Apply, in writing, to Service Manager.
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TECHNICAL writes and illustrates continued.

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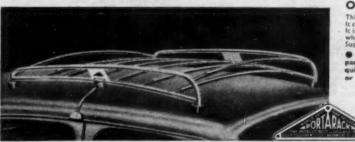
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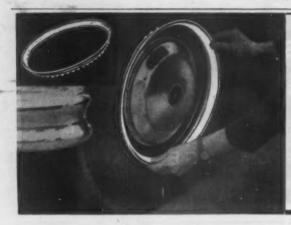
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